

OB1

TransportNI - CRAIGAVON		
ITEM REF. No.		
REFERRED TO	REPLY	INFO
02 MAY 2019		
FILE REF:		



01.05.19

Your Ref: - 1N1-18-8697

To: Divisional Manager

Dear Sir,

I write on behalf of my father [REDACTED], my mother [REDACTED], my brother [REDACTED] and my name is [REDACTED]. Having talked at length to your engineers I put forward our proposal to close [REDACTED] and use the disused old railway for all traffic in to our farm and for traffic out of the farm to the proposed new junction at [REDACTED]. However it now appears the original proposal is ongoing and we wish to raise an objection to your proposal.

You ask for our reasons; the most important reason is road safety. We farm extensively at any one time as there are 1000 cattle on this farm. This causes considerable traffic, i.e. milk tankers, feed lorries, silage trailers, harvesters, etc.

We have lived here for over [REDACTED] and have seen big road changes. The last one was changing the A1 to a dual carriageway. At the time the tunnel was made under the road to take cattle across the carriageway to our land on the opposite side of the road. At that time we pleaded with engineers to make the tunnel so that traffic could go under the road. We had to settle for a small tunnel. Had our proposal been carried out, there would not have been any need for all this now. We are extremely anxious that another mistake is going to be made.

If there is as much of an increase in the volume of traffic on that road as there has been since it became a dual carriageway, it is most necessary to keep it as safe as humanly possible. There have been accidents on the A1, cattle killed, people injured, etc. I know you say keep the cattle in but you surely understand that the general public go in to fields, leave gates open, etc. despite how vigilant we are in the farm yard.

Yours sincerely

[REDACTED]

OB 2

TransportNI - CRAIGAVON		
ITEM REF. No.	REPLY	INFO
REFERRED TO		
17 MAY 2019		
FILE REF:		

Our ref: DH/MD/0033130009/5

14 May 2019

Department for Infrastructure
 Marlborough House
 Central Way
 CRAIGAVON
 BT64 1AD

Dear Sirs,

**RE: A1 JUNCTIONS PHASE 2 ROAD IMPROVEMENT SCHEME-
 PUBLICATION OF THE DRAFT STATUTORY ORDERS AND
 AN ENVIRONMENTAL IMPACT ASSESSMENT REPORT**

We refer to the above matter in which we act on behalf of the [REDACTED] who are the owners of [REDACTED]

Our clients accept the need for the A1 junctions to be upgraded but object to the design of the [REDACTED]. They have engaged extensively both in the meetings and correspondence with RPS who are the consulting engineers on behalf of the scheme. Agreement had been reached on a siting of the junction and link road 90 metres from their property boundary in a position which was accepted. However, despite this agreement RPS have now resiled from that position and propose a new position which is considerably closer to our client's house and which substantially blights it.

This new junction is wholly unacceptable to our clients. To enable us to advise them we would be grateful if you would clarify.

1. What is the design rational behind the move of the link road back up the [REDACTED] and considerably closer to our clients' property when a safe and acceptable location had been previously agreed?
2. What consideration has been given to the additional traffic (both increased volume and speed) passing our clients' property and how this impacts on their safety?
3. What information is available in regards to predicted traffic use on the new road? What design speed has been used in this national speed limit location?

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4. Has a Road Safety Audit been undertaken on the section of road adjacent to our clients' property? If so, please let us see a copy of this.
5. Under the new location, please confirm as to whether any part of our clients' property is to be acquired.

We reiterate that our clients will resist as strongly as possible the Department resiling from the earlier agreed position and seeking to relocate the link road to a position which our clients believe will render access to their home unsafe and will serve to blight it. The Departments actions to date have caused our clients very considerable distress and upset.

We await hearing from you as soon as possible.

Yours sincerely,



DAVID HOLLEY

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

13th May 2019

Divisional Roads Manager
DFI Roads, Southern Division
Marlborough House
Central Way
Craigavon
BT64 1AD

Dear Sir or Madam,

I am writing to outline my objections to a section of the A1 Junctions Phase 2 project – namely the proposal (which I will refer to as “your preferred option”) outlined in your map [REDACTED]. I will be referring to my (enclosed) map where I have marked several points.

Specifically, I am objecting to the proposal to close the direct A1 access of the access lane for [REDACTED] and the re-routing of this lane parallel to the A1 and then past my property located at [REDACTED].

I have enclosed a map where I have marked your proposal in red, and the alternative proposal (which you have rejected but I would ask you to revisit) in yellow.

Your proposal (red) routes all the farm traffic past my home at a distance of approx. 20 feet, and also past 8 other houses and 3 businesses (I know the farmer operates silage tractors 24 hours a day at the relevant times of the year). It lengthens the distance that tractors will have to travel on the A1 to reach the farmer’s other land on [REDACTED].

The yellow route keeps the farm traffic on the farm for almost all of its route (to the farmer’s land on [REDACTED] and is a shorter distance on the A1 to the land on the [REDACTED]. This route also does not have to pass any other residential or commercial properties, nor requires construction of a new stretch of laneway parallel to the A1. It would appear to be much more cost effective to the public purse. It also allows for expansion on the farm site in the future. It utilises the farm’s original, existing entrance lane from [REDACTED] which is currently in use all year round. A cattle grid could be placed where the other lane way meets the A1 to prevent stray cattle. The big risk with the existing farm to A1 access is the central crossing – I agree this should be closed. Keeping the rest of the A1 access but making it a left in / left out junction is surely the better option in terms of keeping milk tankers etc on the A1 rather than redirecting them down a narrow route with parked cars? This arrangement also means a shorter route on the A1 for tractors to reach the [REDACTED] lands as they will have a shorter distance to travel to the [REDACTED].

To summarise my objections to your proposed route -

- **Noise pollution** – All farm traffic will be routed past my bedroom window at a distance of around 20 feet, and then will have to pass several other residential and commercial properties. The road surface on the stretch past my house is in very poor condition and this will only exacerbate the noise, dust & vibration.
- **Smell & pollution**– slurry tankers will also have to pass close to several residential and commercial properties (including a restaurant). Unavoidably, some will end up on the road.
- **Safety for pedestrians** - I will have to place gates (electric, [REDACTED] [REDACTED]) on my own driveway to protect my Great-Grandchildren and Great-Nieces when they come to stay with me. There is also a risk to customers of the [REDACTED] where cars park on both sides of the road and near the junction with [REDACTED].
- **Traffic** – At the [REDACTED], cars park on both sides of the road and there will be pedestrian traffic. The junction there with [REDACTED] (marked white circle on map) is tight, with no room for even 2 cars to pass at times. There is full planning permission passed for a [REDACTED]

On 4th May 2019, there was a large public event held at [REDACTED] [REDACTED] with 1000+ visitors during the day and into the evening. What assurances can you give me if the [REDACTED] were to hold more events like this, or to build more residential property or to expand into other commercial ventures (as farms often do in these difficult times)?

I would request that you make public the actual costing of both these proposals so we can see which is actually more expensive and evaluate the criteria by which this decision was reached.

I trust in your costings you have considered the cost to resurface the old A1 stretch to minimise noise and also suitable fencing between the proposed new lane and the A1 so that tractors travelling at night do not dazzle Belfast-bound traffic?

Should you insist on proceeding as planned, I would seek reassurance as to what measures you can carry out to minimise the impact on myself and my property – I would like to talk to you about the provision of gates (electric, [REDACTED] [REDACTED]), noise abatement fencing between myself and the A1 and certainly the resurfacing of the old A1 as the current state of the road is very poor.

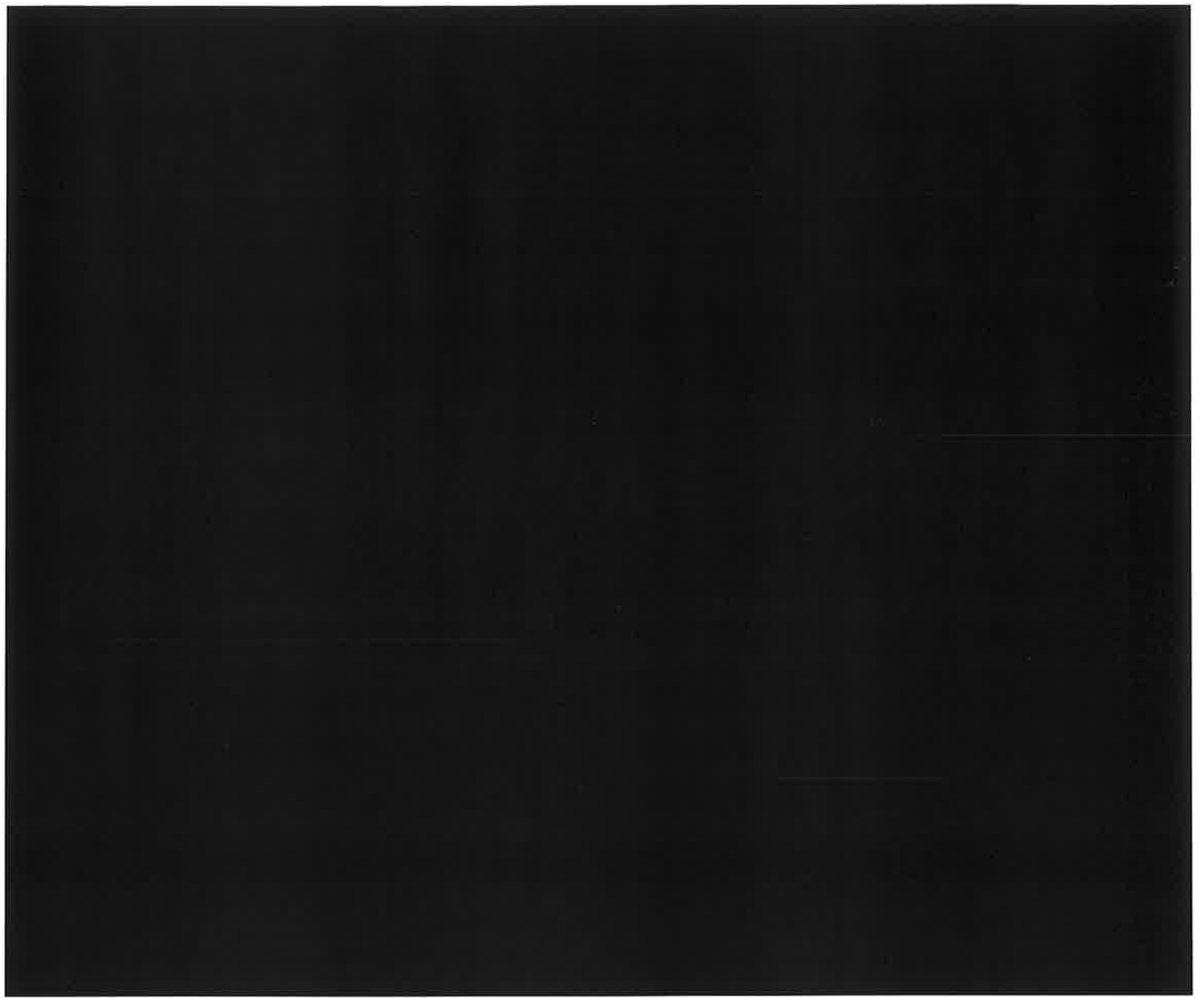
I would also request that Environmental Health and Noise Assessments are carried out in relation to the impact of your preferred option on the properties which will be affected, particularly when farm traffic may be passing in the night or very early morning (noise impact tends to be greatest when the background noise is very low).

In any event, I would be grateful if you could send me a copy of your assessment once it has been made.

Yours Sincerely

[REDACTED]

[REDACTED]



OB 4

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
4th June 2019

Divisional Roads Manager
DFI Roads, Southern Division
Marlborough House
Central Way
Craigavon
BT64 1AD

Dear Sir or Madam,

I am writing to outline my objections to a section of the A1 Junctions Phase 2 project – namely the proposal outlined in your map [REDACTED]

I know you considered 2 options for the traffic coming to and from the farm at [REDACTED] and you have settled on the one that will close the existing A1 access and route the traffic along a new stretch of road and past several houses and businesses on the old A1 stretch.

My Father lives at [REDACTED] and I know he has submitted a detailed objection with a proposed alternative that we would all implore you to revisit, as we feel this is a much better and safer option. I stand by every point he has made in his letter, and I will not take up your time by repeating them all again here.

My points are as follows –

- **Noise** – Your proposal routes the traffic past homes and businesses, whereas the other route does not. I am particularly concerned about the noise and disturbance that will be caused as your proposal take the traffic past my father's bedroom window at about 20 feet.
- **Smell & pollution**– Farms have slurry tankers. There have been issues before with the farmer at [REDACTED] leaving excess slurry on the [REDACTED]. To have this close to my Father's house and also the [REDACTED] would be obviously undesirable.
- **Safety for pedestrians** – When I come to visit with my Grandson we will now have to watch him like a hawk as my Father's house will be surrounded on both sides by roads. There is also a risk to customers of the [REDACTED] where cars park on both sides of the road and near the junction with [REDACTED].
- **Traffic** – Have you considered the additional traffic that will be generated when the [REDACTED] proceeds with it's plans for a [REDACTED]? Or if the [REDACTED] holds another [REDACTED] on its land? Or if they expand their business in the future?

The alternative proposal we would like you to revisit still requires the closure of the central crossing for [REDACTED]. The alteration of that access to a left in / left out junction only mirrors what you are doing on the opposite side with the [REDACTED] junction. Neither proposal takes tractors off the A1 altogether, but our preferred proposal removes the requirement for all that large heavy machinery and tankers to pass close by the people who live and work on that stretch of the old A1.

Should you proceed as planned, I request that you engage with myself and my Father RE the possibility of installing gates / fencing as required to minimise the impact of the changes.

I don't know if your proposal includes the resurfacing of the old A1 stretch past Nos. [REDACTED] but we feel this is also a necessity as the current road surface would increase and traffic noise only further.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

We would please ask that you look again at this proposal and make your determination as soon as practicable.

Please properly revisit the other option available to you and make public the reasons for your decision.

Thank you for your time.

Yours Sincerely

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

5th June 2019

Divisional Roads Manager
DFI Roads, Southern Division
Marlborough House
Central Way
Craigavon
BT64 1AD

Dear Sir or Madam,

I am writing to outline my objections to a section of the A1 Junctions Phase 2 project – namely the proposal outlined in your map [REDACTED]

Specifically, I am objecting to the proposal to close the direct A1 access for the farm located at [REDACTED] and to route its access past Nos. [REDACTED] and also the [REDACTED].

My [REDACTED] Father lives at No. [REDACTED] and for some 42 years the old A1 leading down to his house has been a dead end.

I am objecting to the proposal to route farm traffic through here as I am worried about the impact the noise, vibration, dust and pollution from slurry tankers etc will have on my [REDACTED] [REDACTED] as well as his safety and that of others who live and work and visit along this stretch of road.

I know you will have received a letter / email from my father outlining detailed objections to the proposal, and I will not repeat them all here, but I stand by those detailed objections also.

I know there is an alternative route you could consider, where the farm's A1 access is kept open, albeit as a left in / left out junction with the centre access closed. This would allow the easiest and shortest access to the farmer's fields over on the [REDACTED] and also the easy access for milk tankers and other traffic. The farmer's fields on [REDACTED] could be accessed directly using the existing farm lane (which is currently in use by the farmer anyway!), removing the need for any additional traffic to travel past the houses and businesses along the old A1 stretch. Surely this makes more sense and works out cheaper as well?

Yours Sincerely

[REDACTED]

[REDACTED]

OB6

Michael Anderson

Subject: FW: A1 Halfway Road upgrade - [REDACTED] OBJECTION 090619

From: [REDACTED]
Sent: 09 June 2019 14:13
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Halfway Road upgrade

[REDACTED]

30th May 2019
Divisional Roads Manager
DFI Roads, Southern Division
Marlborough House
Craigavon
BT64 1AD

Dear Sir or Madam

RE the proposal to close the direct A1 access for [REDACTED] and route the resulting farm traffic via the stretch of old A1 that services numbers [REDACTED] and [REDACTED] – I wish to register my objections to the proposal, ask you to reconsider and revisit the alternative route which I know has been suggested to you by my [REDACTED]. I visit my Uncle very regularly, especially since my Auntie [REDACTED] last year. I usually visit him once a week with my [REDACTED] and they love to play around his house and in the garden while we are there. The A1 is an obvious hazard and is well separated from [REDACTED] property, but I have huge concerns about the safety implications if that old stretch of (currently unused) road becomes a through route for milk tankers, tractors, trailers, slurry tankers as well as cars etc – are you aware they held an event on the [REDACTED] in May 2019 that had over 1000+ visitors in a day? What happens when the [REDACTED] builds it's [REDACTED]?

We all welcome the A1 upgrades, they're supposed to be safety driven, yet your proposal makes it a lot less safe for the people who live along the old A1. All you need to do is close the reservation as planned, keep open the existing farm access and make slip roads, like you are doing elsewhere. The farmer can continue to use his back lane to access his fields on the [REDACTED]. Then no farm traffic needs to go on the old part of the road at all.

Please look at the alternatives before you go ahead with this. No-one along that stretch wants this proposal to go ahead. It'll make Uncle [REDACTED] life unbearable; he'll be wedged in between 2 roads – I know he'll not want to stay there, and the changes will probably make his home unsaleable.

There IS another way to do this, one that doesn't upset all these people and makes a lot more sense for access to the farmer's lands. Another way that doesn't disadvantage anyone.



OB 7

[REDACTED]

Dear Sir / Madam,

I wish to object to the opening of the disused stretch of A1. This would mean the tractors and farm machinery would still be coming up and down the hill beside my property.

I really don't see the logic in this when the yellow line already existing would make more sense.

Yours Sincerely
[REDACTED]

OB 8

From: [REDACTED]
Sent: 20 June 2019 21:48
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: Objection to A1 Junctions Phase 2 [REDACTED], Left In Left Out Junction

To whom it may concern:

Can I please submit a formal objection to the proposed ingress/egress to my property, namely [REDACTED] for the following reasons:

1. I currently have sole ingress/egress to my property and the proposal to have a shared public lane I believe will devalue my home.
2. The new proposal enables future access to be applied for and possibly granted to the adjacent landowner, to move cattle and or farming machinery up and down this road which again would devalue my property. Reason being that heavy vehicles and or cattle could soil the road which currently isn't an issue with my entrance today. It could also create instances where gaining access or egress to my property could be blocked due to other vehicles or such obstructions being on this public lane.
3. The proposed changes I believe provides increased security risks to my home due to members of the public being able to come up the road to my home which will now be more secluded due to the closure of my current entrance.

If I owned the sole access to this lane I would be able to put gates to prevent access from member of the public entering this lane from the point it meets [REDACTED] and hence leaving my home more secure.

As discussed with Demi, Conor and Brian at a recent on site meeting on Tuesday 11th June, I believe that giving me sole rights to this lane avoids any of my issues above and therefore based on this I would be happy to remove my objection.

Looking forward to your acknowledgement and proposal to obtain mutual satisfaction.

Without prejudice,
Kind regards-

[REDACTED]

OB9

19/06/2019

Dear Brian

I am writing to object in relation to the Notice of Intention to Vest. The notice and map have highlighted almost all of the mature tree section along the south side boundary of our property. This was surprising following two meetings and a site meeting with both yourselves and your design consultants RPS, assuring us that given the height difference of our property and the road to the new bridge, there would be no need to vest or grade the existing height of our boundary.

Whilst I have no objection to the vesting of the verge and hedge along the east facing boundary of the property, as was explained it is essential for the off ramp slip lane, I strongly object to the highlighted area along the [REDACTED] for the following reasons:

1. The loss of mature trees
2. Noise pollution as a consequence of the trees being removed
3. The visual impact because of the loss of these trees
4. The loss of amenity
5. The loss of shelter
6. The impact not just on ourselves and the property but also on our paying guests as tourist accommodation provider.
7. Wildlife, squirrels, rabbits and bats in particular are enjoyed by our family and guests and add to the country appeal.
8. Our property value will be affected as a result a mature site, with trees is always more attractive.

Please contact us at your earliest convenience to discuss.

Yours sincerely

[REDACTED]

OB10



J. A. McClelland & Sons (Aucts) Ltd.

incorporating J. M. Wreath & Co



ESTATE AGENTS • AUCTIONEERS • VALUERS

Divisional Manager
Dfl
Roads – Southern Division
Marlborough House
Central Way
Craigavon
BT64 1AD

26th June 2019

To Whom it May Concern,

A1 Junctions Phase 2 Road Improvement Scheme

Our Client's: [REDACTED]

Property: [REDACTED]

On behalf of our clients we wish to object to the above mentioned scheme on the following grounds:

- Our client's family have owned the farm for over [REDACTED] and currently operate an [REDACTED] intensive dairy farming enterprise at the above mentioned property. At present the farmstead is laid out in such a way that the enterprise is worked entirely by the family with no additional labour required.

Due to the proposed scheme the vesting of land and stopping up orders at key crossing points this will have a significant impact on the day to day running of the business.

This will have a further knock on effect and significant impact on the value of our clients' property/lands.

- An over bridge from the highest point currently on our clients' property at [REDACTED] must be provided in order for [REDACTED] to continue farming the holding. If not, it will have a significant effect on their farm business, and it is the only way to remove slow moving agricultural traffic from the carriageway. Precedent for this has already been set on other recent dualling and motorway schemes such as the A26 near Glarryford, A6 at Toome and on the M1 motorway near the Tannamore Park and Ride where bridges have been provided to solve similar access problems.
- Our clients' farm enterprise will be subject to additional travelling time and costs in order to access both their lands and property. The agricultural land is split approximately 60/40 across the main carriageway with our client's largest silo located across the main carriageway also. Regular journeys are made across the

carriageway daily and with the closing up of crossing points this will result in longer journey times, increased costs such as fuel expenditure, machinery maintenance and labour which result in higher costs for the farming enterprise. An estimate of the number of trips the farming operation makes across the A1 is approximately 1000 per annum. The proposed works will only add to the length of these trips and their cost but importantly for road safety the proposed scheme does little to reduce the amount of slow moving agricultural vehicles used for silage harvesting, slurry spreading and cropping. These slow moving vehicles will increase congestion and the risk of collision both on the A1 and on the associated minor roads such as the [REDACTED]

- The proposed works run in close proximity to our client's dwelling house increasing the level of noise pollution endured by the property. At present, no assurances have been made that this will be mitigated. Our clients request that noise readings are taken at the individual property, not solely on an overall scheme basis, both prior and post construction to determine same and the results to be submitted to our clients.
- The proposed works will also have a substantial effect on the value of dwelling house, will decrease the overall level of privacy enjoyed by the property and force greater detours of travel to and from the property due to the left in left out at the [REDACTED]
- The proposed left in left out slip road to the main carriageway from the [REDACTED] creates problems for slow moving farm machinery to merge onto the main carriageway due to the speed of the oncoming traffic.
- The proposed left in left out slip road from the main carriageway to the [REDACTED] is forcing fast moving traffic through our client's farmyard. The farm has grown to either side of the road with 3-4 upper and lower exits from yards/buildings and fields within the first 350 yards of the A1 all onto almost single file road. With traffic passing between the farmyards regularly this creates an increased risk with fast moving traffic coming off the carriageway and into the farm yard quickly from the carriageway exit.
- The proposed left in left out slip road from the main carriageway to the [REDACTED] is forcing fast moving traffic towards our client's underpass which is already a blind exit for smaller agricultural machinery, adding the fact that traffic will be able to come off at a lesser angle than 90 degrees means faster traffic entering the [REDACTED] increasing chances of a collision entering or exiting the underpass.
- The speed limit on the A1 carriageway changes regularly between 60 and 70mph. it is currently 70mph surrounding our client's property and creates a greater risk of collision between slow moving agricultural machinery and traffic. We would suggest reducing the present speed limit below 70mph for this stretch of carriageway.

- Our client is concerned that the proposed scheme will only take place in part with the minor stopping up order works taking place and the overall road improvement scheme not. This would have a great impact on our clients with no accommodation works provided for the stopping up orders yet causing major disruption to their farming enterprise.

In conclusion our clients strongly object to the proposed scheme but are willing to explore further the previous discussions on proposed solutions for their access across the A1 in particular the proposals for an overbridge.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S. Irvine', written in a cursive style.

Shaun Irvine MRICS CAAV (Associate)
J. A. McClelland & Sons (Auct) Ltd.

OB 11



24th June 2019

MLC Corporate Trustees
8 – 10 Longstone Street
Lisburn
Co Antrim
BT28 1TP

your ref 1N1-18-8697

RE Vesting of land in the [REDACTED] for improvements to A1 dual-carriageway

Dear Ian and Mark,

In reply to our letter dated 26th March 2019. reference IJM/MD/001617001

There has been consultation between representatives of DfI Roads, their Consultants RPS and myself from the early stage in developing these proposals. I have been willing to accept the vesting of the [REDACTED] land where reasonable and necessary in the interest of the greater public benefit.

I was not consulted on the addition of parking areas incorporating a bus turning area cut into the hillside on the eastern approach of the [REDACTED]. I am objecting solely to this particular aspect of the proposal for engineering reasons that it could be better sited and, that future development of bus services does not appear to have been fully taken into account.

1 I am questioning why the bus pick up facility has to be built on the steep upper side of the new link road running south east off the [REDACTED] and not on the flat ground on lower side of the link road. See the attached PDF Drawing.

2 The bus pick up area has currently has only 6 parking spaces. What happens if it starts being used by passing A1 traffic as a “park and ride facility” and requires an extension. There is no convenient land off the [REDACTED] available for additional parking.

The Belfast commuter transport strategy recommends that commuters who travel by private cars, transfer to higher capacity transport systems where traffic congestion arises. In the case of the A1 that would mean transferring to a bus. Daily traffic congestion is already occurring around Hillsborough, Sprucefield and on the M1 junction 8. Therefore how can any transport strategy for the upgraded A1 route, not include the roll out of bus lanes on the hard shoulders of the A1 and park and ride facilities on the Dromore side of Hillsborough? It would appear that the provision of only 6 parking spaces at the [REDACTED] is an underestimation and that adequate parking can only be provided opposite side of the carriageway to that currently proposed.

3 Beginning with the a small field on the south side of the western approach to the [REDACTED] alongside of the A1 carriageway there is adequate land to provide for all the parking that is likely to be required, should it develop into a park and ride facility. This land does not require extensive cut and fill. I would therefore recommend that any bus pick up facility is sited firstly on the western side of the A1 carriageway where it can be extended as required, in the future.

My Response so far has been;

a To meet and discuss (1) above, with the Technical Director of RPS, Mr Conor Doonan on 11th April 2019 and provide a drawing showing that there was adequate land for 6 parking places on the lower side of the link road on the eastern [REDACTED]

b To ascertain a response to (a) from Dfi Roads by a meeting Marlborough House Craigavon on the 18th June 2019 with the Divisional Lands Officer Mr Brian McCarron and the Project Sponsor. They confirmed that they had received an acknowledgement of the meeting with Mr Doonan but had made no decision on the matter.

C On further consideration of the siting and most likely long term use of any bus pick up facility at [REDACTED] I hereby advise the Trustees of the [REDACTED] to object to its siting on the eastern side the bridge and recommend to relocation to the western side for the reasons discussed above.

[REDACTED]



Department for Infrastructure
 Southern Division
 Marlborough House
 Central Way
 Craigavon BT64 1AD

DATE

Dear Mr McClelland,

Re: A1 Junctions Phase 2 Road Improvement Scheme

Further to stakeholder letter of 22 March 2019, I wish to raise an objection to the scheme on the following grounds:

1. It was brought to the Department's attention on multiple occasions that the slip roads that exist currently are not long enough to allow for a safe merge onto, or exit from, the A1 carriageway, taking into account the speed of the A1 traffic and the layout of the slip roads themselves – most of which involve going around corners which significantly reduces the ability to accelerate or decelerate safely over a very limited length of road. In particular, whilst not mentioned below, the Banbridge Junction at Tesco: where Southbound traffic merges into a 70mph zone there is virtually no slip road available and no sight line to account for the short length involved.

Following a FOI request to the Department, I was provided with details of the usable lengths of slip roads at Dromore, the Moira Road and Pantridge Link. Usable in this context means the section of the slip road that abuts the A1 where a driver could cross from the slip onto the carriageway, i.e. the only portion of said roads where merging/exiting can take place. Details as follows for Northbound only:

Slip road location (northbound)	Usable length as per DFI	Distance measured by Google maps (excluding chevrons)	Speed limit at slip road
Banbridge Road, Dromore	141.9m	100m	60mph
Lurgan Road, Dromore	74.7m	71m	60mph
Hillsborough Road, Dromore	97.7m	88m	60mph
Pantridge Link, Hillsborough	146.2m	Approx. 90m (unable to get full measurement due to bridge blocking view)	70mph
Moira Road, Hillsborough	48.6m	47m	70mph

2. There has been no thought of the effect that the closure of the side roads will have to the villages that will see a loss of alternative entry/exit points. In particular, in Dromore, where I live, there are

currently three southbound side roads which will affect the flow of traffic in and around the centre of Dromore. Despite raising this at the consultation in June 2017, there have been no assurances that the village will benefit from new infrastructure to help control and manage the flow of traffic. In particular, due to the illegal parking of many people in the village around the central thoroughfare, traffic is congested most of the day. The closure of these side roads completely, rather than just the closure of the central reservations, will cause further problems in a very small village that currently only has the benefit of one pedestrian light in the main town area.

The local primary school moved in September 2016 and the redirection of patron's traffic away from the old location over to by the local dump had an adverse effect to the traffic flow, as drivers were forced to go through the village centre with only a roundabout to manage any traffic conditions. I can only exit my home by going down to [REDACTED]. There is no light system there and the movement of the primary school saw a marked increase in the length of cars queuing and the time taken to exit onto the Banbridge Road from Meeting Street – drivers consistently block the junction due to the lack of a yellow box covering both sides of the road.

3. The closure of Lower Quilly Road as a left-in/left-out road in favour of keeping Maypole Hill open to act in the same way, is poorly planned.

Maypole Hill is a very steep, narrow road and it joins onto Gallows Street. At Gallows Street there is a parking provision of approximately six car parking spaces. As these spaces take up the full width of the lane, there are constant issues with traffic there due to the obstruction of the lane. Further, the opposite lane is narrow, and any larger vehicles have difficulty navigating beside these parked cars.

The junction to exit Gallows Street (and avoid the square) has no sightline whatsoever. The Department claimed (as a reason to refuse my application to remove a restrictive covenant to plant a hedge or erect a fence in order to prevent daily casual and intentional trespassing) that sightlines could not be blocked. In my case the sightline is for one house in a cul de-sac, and I provided evidence that sightlines here did not matter due to the way that people turn and drive. In the case of Gallows Street, there is no sightline from a side to a main road so that drivers exiting Gallows Street can see what is approaching to their right (i.e. the lane closest to them), where it very much matters, especially if traffic will be diverted that way.

Around Easter 2019, Phoenix Gas were piping in the area, closing off Church Street and Market Square. This led to a diversion of cars, so drivers made use of the other left-in roads. Lower Quilly is by far the easiest road to take in order to avoid the square, and to help ease the burden of traffic flow when the roads are closed off.

I had raised the issue of Gallows Street junction with the Department on at least one occasion and have that email trail; therefore to keep Maypole Hill as the left-in/left-out when it leads down to a dangerous junction that does not have a mirror, let alone a light signal (or even a re-plan for the town square to become a one-way system), defies all logic and will result in multiple accidents. Accidents which the Department could have mitigated for and a FOI by any prudent insurance solicitor will find that the Department were well aware in advance of the A1 upgrade scheme that this junction is problematic and dangerous, yet traffic was still permitted to divert to it, resulting in liability to the Department.

As mentioned above, Maypole Hill is very steep and the village is set into a valley; the closure of Lower Quilly Road will therefore also be problematic during adverse weather conditions. Lower Quilly benefits from having the lowest incline/decline in of the various roads and in adverse weather

conditions would be the safest road to turn into (with the provision of an extended slip road) to help to mitigate for sliding cars.

The centre of Dromore is very congested, with poor parking layout and illegal parking. Driving Southbound, there are only two main entrances into the village that will remain (ignoring Maypole Hill at this time). One is at Hillsborough Road, the other at the Banbridge Road. The Banbridge Road is an extra mile each direction of a detour for those of us who need to go to Meeting Street, Lurgan Road and beyond. While this may not sound like it is a huge distance, that will add up, and of course there are the emissions considerations for more cars driving an extra 2 miles each day in order to avoid the congestion problems of the square.

To avoid the heavy congestion in Dromore at the square each day, I, and many others, drive in via Lower Quilly Road on the way home. This means I am 0.5 miles from Meeting Street – the only road I can use to get into my development. I have avoided the congestion of the square and I have come in via a reasonably flat road (compared to the other two options).

When there are any road works around the square, Translink, which is owned by the Department, use Lower Quilly to ensure that a service is maintained for residents in Dromore. Therefore, closing this road and keeping Maypole Hill open will have an adverse effect for the continued provision of public transport when works are scheduled to take place. Works are typically an annual occasion from what I have witnessed since moving to the area.

I would have thought that easing congestion in the central point of the village, maintaining public transport links to a rural village, and ensuring a road with a dangerous lack of sight-line is not used as an alternative entrance/exit would all have been identified by the Department as key stress points when choosing which road to keep open of the plan to minimise disruption.

4. Finally, it has been raised on numerous occasions that there is an issue of speed on the A1. In particular, there are very few vehicles who will obey the limits set for either the road, or even their own vehicle class. In particular, Translink buses will travel at 70mph, despite the limit for their vehicle on a dual carriageway being set at 60mph. On Thursday 9 May 2019, PSNI Road Policing shared to their Facebook page a photo of a speed “gun” that had clocked a driver on the A1 at Dromore (a 60pmh zone) doing 112mph. The post was time-stamped at 11:59. This may be the worst speed that has been seen, but there are regularly vehicles driving well above the limits for the sections of the road that they are on.

<https://www.facebook.com/PSNI.RoadPolicing/photos/a.327332980697442/2059464287484294/?type=3&theater>

With junctions closing and the road becoming more like a motorway (in all but name), fixed cameras should be installed as part of the upgrade scheme. Cameras installed every mile and set to an alternating random pattern would (and has in England), reduce overall speed as drivers wouldn't know where they could be caught. In particular, as bikes and pedestrians are not being removed from the hard shoulder of the A1, speed needs to be addressed as a matter of urgency – a loss of control from either poor driving, or even a blow-out will result in a fatality for people in that section of the carriageway. As a daily user of the A1, I am astounded that there is not one camera placed on it. Further, this is a matter for multiple departments, to include the Department for Infrastructure:

<https://www.infrastructure-ni.gov.uk/news/department-infrastructure-road-safety-shared-responsibility>

Therefore, as per the details above, I am objecting to the scheme as it stands regarding:

1. The length of the existing slip roads not being extended
2. The lack of new traffic control/calming infrastructure commitment to the villages affected by road closures
3. The selection of Maypole Hill versus Lower Quilly Road as a left-in/left-out (Southbound)
4. The lack of provision of speed cameras.

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

OB 13

Inspector of Public Enquiry
Marlborough House
Central Way
Graigwon BT64 1AD

19/12/2019

Dear Mrs Greenaway

Ref: A1 Junction Phase 2 - Road Improvement
Scheme - Public Enquiry on the draft
Statutory order.

The new proposed accommodation lane from a neighboring farm on [REDACTED] which would pass by my home is causing me concern.

My husband has a [REDACTED] business operating from a yard on either side of the road and [REDACTED] are loaded and unloaded onto [REDACTED] and at the moment there is no through traffic as it is a cul-de-sac. I feel that this could affect business at times when the farm is bringing in Silage etc. as the contractors carrying out this work continue to do so for days, right into the early hours in Summer.

The accommodation lane shall be used by many large agricultural vehicles i.e. Milk Tankers, Silage Trailers and tractors etc. My grandchildren play in the cul-de-sac and I fear for their safety if this proposal goes ahead.

I have had a Yorkshire Terrier killed by a farm vehicle a few years ago whilst out for a

walk with my grandchild. The vehicle did not stop and we were distraught.

This road has been a cul-de-sac for many years and now we are going to have large agricultural vehicles travelling fast sometimes up and down the road.

I believe the local Farm do not want this accommodation here either and I would be most grateful if you would please consider my concerns.

My husband did send a letter expressing stating his concerns [redacted]

objections were not submitted within the defined consultation period.

Could I please request to have my objections considered at the forthcoming Public Enquiry in March

Yours faithfully

[redacted]

[redacted]

OB14

[REDACTED]
Banbridge
Co. Down
Northern Ireland
[REDACTED]

26th June 2019

Divisional Roads Manager
DFI Roads, Southern Division
Marlborough House
Central Way
Craigavon
BT64 1AD

Dear Sir/ Madam,

I am writing to inform you of my objections to a section of the A1 Junctions Phase 2 project – namely the proposal [REDACTED] section.

I am objecting to the proposal to close the direct A1 access of the access lane for [REDACTED], opposite [REDACTED] and the re-routing of this lane parallel to the A1 and then past my [REDACTED].

Your proposal will route all the farm traffic past our [REDACTED]. This would mean silage tractors 24 hours a day at the relevant times of the year. It lengthens the distance that tractors will have to travel on the A1 to reach the farmer's other land on [REDACTED].

I think it would be better to keep the farm traffic on the farm for almost all of its route (to the farmer's land on the [REDACTED]) this is a shorter distance on the A1 to the land on the [REDACTED]. This route also does not have to pass any other residential or commercial properties, nor requires construction of a new stretch of laneway parallel to the A1. It would appear to be much more cost effective to the public purse. It also allows for expansion on the farm site in the future. It utilises the farm's original, existing entrance lane from [REDACTED] which is currently in use all year round. A cattle grid could be placed where the other lane way meets the A1 to prevent stray cattle.

To summarise my objections to your proposed route -

Smell & pollution– slurry tankers will have to pass by the [REDACTED]. Unavoidably, some will end up on the road. We have an outdoor area to the side of [REDACTED]. Also during good weather, we place [REDACTED] at the front of our [REDACTED], we would be unable to do this if slurry tankers were going to be passing and therefore this will have a negative effect on our [REDACTED].

Safety for pedestrians - There is a risk to customers of the [REDACTED] where cars park on both sides of the road and near the junction with [REDACTED].

Traffic – At the [REDACTED], disabled and elderly customers park at the front of the building.

I would like to make you aware there is full planning permission passed for [REDACTED] on this site.

I would request that you make public the actual costing of both these proposals so we can see which is actually more expensive and evaluate the criteria by which this decision was reached.

I would also request that a full Environmental Health assessment is carried out in relation to the impact of your preferred option on the properties which will be affected.

Yours Sincerely

[REDACTED]
[REDACTED]
[REDACTED]

COM 1

BEST

PROPERTY SERVICES

CHARTERED SURVEYORS & PROPERTY CONSULTANTS

Brian Mc Clelland
Infrastructures NI
Marlborough House
Craigavon
BT64 1AD

BC/LMCA/C/17/505/B

26/6/2019

Transportation - CRAIGAVON

ITEM REF. No.

REFERRED TO	REPLY	INFO

07 JUL 2019

FILE REF:

A1 JUNCTIONS PHASE 2 – ROAD IMPROVEMENT

[REDACTED]

Dear Mr Mc Clelland

i have been asked to write formally to you as promoter of the above scheme. As you are aware we have been in contact with your consultants RPS and have made representations which we feel have not been fully considered.

The purposes of this letter to is to table the main issues, so that you can consider these prior to any public inquiry or finalising the design. Of course, we are happy to sit down with you and your consultants to discuss the issues.

LAND TAKE

[REDACTED] is being particularly harshly affected by the proposed scheme. A total of 7 fields will be touched by the scheme. This means removal of mature boundaries, loss of land, angulation realigned access etc. This is a significant affect on a farm business which had been in the family for a few generations. We think that there could be modifications made that would reduce the impact.

Access to fields at [REDACTED]

We are still unclear as to the proposed access to these lands. The current access is via a gateway from the existing carriage way. There is an area of hardstanding and a possible access from [REDACTED]. We require details of the proposed access.

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DRAINAGE PLOT [REDACTED]

The drainage of the lands to North West of the existing carriageway are delicate. They would have insufficient capacity for any further run – off. The current stream needs to be designated and taken in charge by Rivers Agency. Additionally, a detailed schedule of works needs to be provided and agreed for this area as it affects a number of land owners some not directly affected by the scheme.

We understand that there are proposals for attenuation around the junction. We would like details of these as there will be considerable run off water from the new fly over and associated works.

PARK AND RIDE

We would request that the choice of location for this be reconsidered. We have been advised that you have accepted Translink's preferred location. This however unnecessarily eats into my client's lands. The other location is on the opposite side of the junction on [REDACTED] and. This land is not used by anybody yet offers the same potential as my clients. We do not believe there is any justification in decimating good agricultural land when you do not need to.

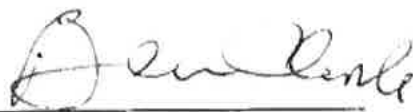
[REDACTED]

Considerable regrading work and loss of land is proposed at this junction. We believe it would be easier to allow a private access off the slip road which is being proposed at other similar junctions and would be comparable to the access facilitating the [REDACTED] at the [REDACTED] junction.

There are quiet a few issued to be discussed before any accommodation schedule can be produced.

We look forward to hearing from you on these issues.

Yours Sincerely



Mr Brian Clarke FRICS NDEA

COM 2



Department for Infrastructure (Roads)
Marlborough House,
Central Way,
Craigavon,
Co. Armagh
BT64 1AD

Dear Sir,

RE: PROPOSED CHANGES TO THE A1
SPECIFICALLY THE CLOSURE OF THE FIRST JUNCTION/ENTRANCE
INTO LOUGHBRICKLAND VILLAGE

I have been following with interest your Departments proposed changes to the A1 dual carriageway, particularly with regard to the closure of the above junction. As you can see by my address, my husband and I are residents of the village; he is a car driver and, as pensioners, we are also frequent users of public transport, both to Banbridge/Belfast and in the opposite direction towards Newry. We attended the Consultation Day at the Old Town Hall in Banbridge and I have tried to find the answer to my specific question in your consultation documents which are published on-line, but nowhere seems to cover the point that I would like clarified (as I am sure a lot of other folk would too!)

At present the Ulsterbus services are able quite safely (- for to my knowledge there has never been an incident involving a bus crossing the lanes) to cross the carriageway at the first entrance to the village, stop in the village for passengers to alight or embark, then proceed onward, using the underpass to exit the village and safely rejoin the carriageway just south of the village. On the journey from Newry to Belfast there is no crossing of the carriageway involved, but the bus still uses the same two entrance and exit points to the village.

This is a VERY popular bus route. In the mornings, many children travel in both directions to schools in Newry, Banbridge and even further beyond. Similarly adults also frequent these services at all times of day.

However, if the first junction into the village is to be shut off, as you propose, I have yet to find any provision for the bus service to enter the village. I did pose this question to a member of your team at the Consultation Day and he had to admit that the question appeared to have been overlooked!

The answer seems to be two-fold. There is no adequate turning space in the village for a bus to safely turn, should you propose that it come into the village via the existing underpass at the southern end of the village – and this would also miss out a 'local' stop on one of the routes too. Either the existing crossing must remain open – which I doubt you are willing to do, in the interests of safety on the dual carriageway, or a 'flyover crossing' or second underpass is needed to allow access to the first turn-off into the village. I know that, on paper, these are 'simple' solutions, but that in the real world in which we live, they are extremely expensive and neither will probably happen!

Therefore, my question remains. What thought has been given to the many, many people who daily use this bus route and who are now likely to be inconvenienced by the actions that will be taken to assist the already speeding motorists?

May I also say that my personal feeling that safety and deaths on the A1 are not related to cars crossing at junctions, but by the excessive speeds that some drivers feel they can travel at. Perhaps if more thought had been put into traffic calming measures, such as roundabouts or even traffic lights at certain points when the road was constructed (as is used on some motorways in England), then speed would not be allowed to be built up and lives would not be lost so easily. However, perhaps it is always easy to be wise after the event, eh!

However, as you have said that you would welcome comments on the proposed Road Improvement Scheme, I look forward to your answer. I did try to find a place on your website to respond by e-mail, but could not find anywhere to contact you there on this issue – surprising in this modern day and age!

Yours faithfully,





Gillen & Co
SOLICITORS

Our Ref: IW/SB/F002280001

Date: 18 June 2019

Your Ref: IN1-18-8697

Please Reply to: Banbridge.

URGENT

Department for Infrastructure
Marlborough House
Central Way
Craigavon BT64 1AD

Dear Sirs,

Re: Our Client - [REDACTED]
A1 Junctions Phase 2 - Road Improvement Scheme

We refer to the above matter and previous correspondence sent by you to [REDACTED], for whom we now act and have received instructions.

We note the proposal in relation to the road leading to our client's long established [REDACTED] [REDACTED] off the A1 dual carriageway involves the closure of the [REDACTED] entrance from Banbridge, requiring drivers to travel on the A1 past the [REDACTED] and thereafter turn left from a newly constructed slip road, traveling back to our clients business premises.

Our client would invite you to reconsider the current proposals and, rather than constructing some form of turning circle at or near his premises, you would give consideration to the construction and creation of a new entrance and slip road on the Banbridge side of our client's property, with drivers able then to rejoin the A1 dual carriageway at the Newry side of the A1.

We understand that representations may have been made on behalf of our client previously however he is not aware of any outcome of same and we have been asked to revisit the matter with you on his behalf.

We look forwarding to hearing from you.

Yours faithfully,

Gillen & Co

Ian Ward
ian@michaelgillen.co.uk
via email - dfiroads.southern@infrastructure-ni.gov.uk

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* Michael Gillen B.A.
Maria Gillen LL.B.
* Ruairi Gillen LL.B.



Ian Ward LL.B.
Carolyn Rhodes LL.B.
Claire Burns LL.B.

* Solicitor Advocate

COM 4

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FAX NUMBER: 028 9067 1550
DX 2150 NR BALLYHACKAMORE

e-mail - sj@king-gowdy.co.uk

Our ref: SJ/DG/WAT0640002
Your ref:

13 May 2019

Brian McCarron
Divisional Lands Officer
Department for Infrastructure
Southern Division
Marlborough House
Central Way
CRAIGAVON BT64 1AD

TransportNI CRAIGAVON		
ITEM REF No.	REPLY	INFO
REFERRED TO		
15 MAY 2019		
FILE REF:		

Dear Sir

Re: A1 Junction Phase 2 – Road Improvement Scheme
Your ref: IN1-18-8697

We act on behalf of [REDACTED] of [REDACTED]. Our client is [REDACTED] and he has handed to us their recent letter dated 23 March 2019 in relation to the Notice of Intention to make a Vesting Order in respect of part of our client's property for the A1 Junction Road Improvement Scheme.

Our clients are particularly concerned about the new entranceway that is to be created to the side of his property and the turning area that will be available within his property as a result of the blocking up of his existing entranceway. For the purposes of clarification we would ask you to reply to the following queries:

1. The proposal for the new entranceway appears to be extremely vague. It appears that a new road will be created to the north of our client's premises. Will this new road be over the existing laneway? Will it involve the removal of the trees on the adjoining lands? Will this new road be adopted by the Department?
2. When the existing entranceway from our client's property on to the A1 road is blocked up, what landscaping works will be undertaken by the Department in relation to the front of our client's garden?
3. What does the type and nature of the construction of the boundary wall to be constructed by the Department at the front of the premises?
4. What compensation will be due to our client in respect of the proposed areas of land that are proposed to be vested from our client's property?

We await hearing from you.

Yours faithfully



COM 5

-----Original Message-----

From: [REDACTED]

Sent: 16 May 2019 22:48

To: DfI Departmental Coordination Unit <DCU@infrastructure-ni.gov.uk>

Subject: A1 consultation

Hi,

Where are you displaying the latest proposals?

The website is hopeless, maps are illegible, don't cover all the areas. No detail.

I specifically want to know how pedestrians and cyclists get from the old Hillsborough Road that is cut off by the carriageway currently, but can still get across the central reservation - how do they achieve this without a foot bridge once the scheme is complete. How do they get public transport - are we just going to be marooned?

Where will the buses stop - will they use the old Hillsborough Road going to Belfast, is there going to be a stop at Grove Road, and how do we get across the carriageway.

There is no way people are going to cycle or walk to listullycurran, and it's too scary and too far- they will be killed.

So - How do people get across to Grove Road, to walk and cycle in the countryside?

[REDACTED]

Sent from my iPad

COM 6

BEST

PROPERTY SERVICES

CHARTERED SURVEYORS & PROPERTY CONSULTANTS

BC/BM/C/17/505 -- D
20th March 2019

Conor Doonan
Technical Director
RPS Consulting Engineer
Elmwood House
74 Boucher Road
Belfast
BT12 6RZ

RECEIVED
20 MAR 2019
CD CD

Dear Conor

RE A1 JUNCTIONS PHASE 2 - [REDACTED]

I refer to my previous letters in relation to the proposed scheme and your more recent notice of intention to vest correspondence.

I have discussed the scheme as proposed and there are a number of issues that we seek further detail on.

In essence we would like detailed drawings at a reduced scale so that we can actually see the full impact of the scheme. The particular issues that need addressing are set out hereunder:

[REDACTED]

1. [REDACTED] Whilst we accept that the house has to go, we would like to retain as much of the garden as possible. Can you confirm if this is agreeable and provide details of proposed boundary treatment for the returned area and details of what will be returned /left.
2. The area of land with the 2 sites. This area has the benefit of significant planting and is very private. We would like exact details of how this area will be affected by the scheme and how the sites will be accessed post scheme. Sewerage arrangements for the sites is also a concern and we would need details of this and run off areas.

Can you confirm why this area needs to be vested.

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3.



This property has its own private driveway off the A1 road. Your proposed new entrance is a shared access with 4 other users including an agricultural user. In addition, the access is off the roundabout which you won't allow at the other junctions on this scheme.

We would like a separate access to the house with accommodation works to include electric gates, lights, tarmac drive and landscaping. This is merely replacing what is there at present.

Design details for the new entrance to include borders and verges, location of gates and lighting, surface treatment for the drive and details of landscaping for the obsolete drive and planting of trees for the privacy of the house.

Can you confirm that the new access will be adopted and maintained by the DOE?

We would also like details of proposed drainage for the carriageway as currently the existing drainage is inadequate and causes flooding to the adjacent agricultural lands.

4. The Business

Can you provide details of proposed security fencing and gates as the yard will be more open due to the acquisition of the existing boundaries?

The new roads access will make it more difficult for customers and delivery vehicles to call. We would require specific directional signage on both sides of the carriageway.

Can you provide details of the proposed design and location for these signs?

The future expansion of the business as per existing plans involves a new septic tank being provided in the garden area of the house that will be removed.

Can you provide details of your proposals for this area especially for the septic tank and soak -a -ways, etc

You are aware that there is a proposed for a coffee shop in this location. We need assurance that this will not be affected by any soak – a -ways etc.

We look forward to hearing from you on these issues

Yours sincerely

A handwritten signature in black ink, appearing to read 'Brian Clarke', written over a dotted line.

Mr Brian Clarke, FRICS NDEA

COM 7

Michael Anderson

Subject: [REDACTED]

From: Brian Clarke [<mailto:Brian@bestpropertyservices.com>]

Sent: 02 May 2019 10:18

To: Conor Doonan <Conor.Doonan@rpsgroup.com>

Subject: [REDACTED]

CAUTION: This email originated from outside of RPS.

Conor

[REDACTED] asked me to contact you again about the access to her dwelling at [REDACTED].

She is aware of other affected land owners being allowed an access of the slop road/flyovers and cannot see why that she is being forced to share an access with a number of other users which are mainly agricultural.

As a minimum the shared access should be made so that her access can branch off immediately after a paired access onto the public road so that her contact with the agricultural users will be kept to a minimum. Even then this will affect the mortgageability of the property.

Can you consider this matter and let us have your proposals

Best Regards

Brian Clarke FRICS NDEA
Chartered Valuation Surveyor



Best Property Services (NI)LTD
Tel 028 302 66811
Mobile 07778033271

"Subject to Contract/Without Prejudice"

COM 8

TransportNI - CRAIGAVON		
ITEM REF. No.		
REFERRED TO	REPLY	INFO
U 1 APR 2019		
FILE REF:		

[REDACTED]

FAO Brian McCarron

YOUR REF: IN1-18-8697

26/3/19

Dear Mr McCarron

AI JUNCTIONS PHASE 2

Thank you for your letter regarding vesting of land for the above scheme.

As the plot of land shown is the only land I own on that side of the [REDACTED] I would be grateful if you would consider vesting the remaining portion also. This would be an additional 400-500 m2 (approx). It would also mean that no access would be required by myself and avoid the necessity of a new entrance being constructed.

I look forward to your response.

Yours sincerely

[REDACTED]

COM 9

F. A. Edward Orr
Solicitors
(inc. Wallace & Co. Est. 1897)

9A Church Square,
Banbridge, Co. Down,
BT32 4AS.

Tel: (028) 4066 2609

Fax: (028) 4066 2171

E-mail: law@edwardorrsolicitors.co.uk

Web: www.edwardorrsolicitors.co.uk

DX 3326 NR Banbridge

Your Ref:

My Ref:

IN1-18-8697

FAEO/LMcC

18th April 2019

Department for Infrastructure
Marlborough House
Central Way
CRAIGAVON
BT64 1AD

Dear Sir

A1 Junctions Phase Two – Road Improvement Scheme
My Client: [REDACTED]

Your letter of 22nd March has been passed to me for reply.

I enclose copy of letter dated 5th November 2018 written to RPS SWECO Consortium in case this has not been forwarded to you.

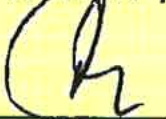
My client would particularly draw your attention to paragraph 1 of that letter and the consideration of existing hedging. The skills and the machinery exist for lifting of the existing hardy hawthorn hedges and replanting same along new boundaries en bloc. I await your specific proposals concerning this.

I also await your confirmation reply to paragraph 3 viz. That my client will have access to the "island" of land and the vesting will not operate to leave it landlocked.

Finally can you please confirm that our RSPB have been or will be consulted as there are regularly bullfinches in this area which are currently on the red/amber list i.e. under threat of extinction.

I await your proposals.

Yours faithfully



F. A. Edward Orr

c.c. [REDACTED]

F. A. Edward Orr LL.B

Mark Bethel LL.B



168014/RPSP/LSI/J4/LT/Y/00061

FAEO/LMcC

5th November 2018

RPS SWECO Consortium
Elmwood House
74 Boucher Road
BELFAST
BT12 6RZ

Conor.doonan@rpsgroup.com

Dear Sirs

A1 Junctions Phase 2 – Road Improvement Scheme
My Client: 

My client has received your letter dated 5th September.

Please note my client has considerable concerns as follows:-

1. My client, who has considerable experience in horticulture requests that serious consideration be given to lifting the existing hardy hawthorn hedges (where necessary) en bloc and re-planting same along the new boundaries. This should not be beyond the capabilities of modern machinery and skilled engineers. Specifically the use of a tree-shovel would be desirable. In addition my client would insist upon careful screening of any new plant material introduced. Specifically ash seed or saplings sourced from outside Ireland should be avoided in an attempt to limit the spread of "ash die-back". Please confirm your exact proposals in light of the above.
2. The proposal for a "park and ride" facility was not included in the original plans. Whilst recognising the requirement for same my client requests the installation of low-impact lighting to reduce light pollution and make it as unobtrusive as possible. Please confirm.
3. Kindly confirm that my client will have access to the "island" of land which now appears stranded between 2 vested parcels of her lands as per maps supplied.

COM 10

Michael Anderson

Subject:

FW: A1 Junctions Upgrade 2019 - [REDACTED]

From: [REDACTED]

Sent: 18 June 2019 21:58

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: Upgrading of A1

I was wanting to know more on how 2 roads that I regularly use will be impacted with the upgrading of the A1.

The roads joining the A1 I am enquiring about are:
Annaghbane Road and Tullymore Road.

Many thanks

[REDACTED]

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COM 11

F. A. Edward Orr
Solicitors
(inc. Wallace & Co. Est. 1897)

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Banbridge, Co. Down,
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Web: www.edwardorrsolicitors.co.uk

DX 3326 NR Banbridge

Your Ref:

IN1-18-8697

My Ref:

FAEO/LMcC

15th April 2019

Department for Infrastructure
Marlborough House
Central Way
CRAIGAVON
BT64 1AD

Dear Sir

A1 Junctions Phase 2 – Road Improvement Scheme

My Client: [REDACTED]

Your recent correspondence addressed to my above named client has been passed to me for attention.

I herewith return one copy of the proposed vesting map upon which my clients have marked "WM" the position of their water meter which is in the position of the area to be vested from them. Kindly be advised therefore that if during the construction of any works associated with the vesting my clients suffer bursts or leaks as determined by the Water Service they will hold the Department responsible to reimburse them accordingly.

I trust you will note the position.

Yours faithfully



F. A. Edward Orr



Planning Response Team
Klondyke Building
Cromac Avenue
Gasworks Business Park
Lower Ormeau Road
Belfast
BT7 2JA
Tel: 028 9056 9604
Email:
Planningresponse.team@daera-ni.gov.uk

Your ref: IN1-18-8697
Our ref: AE2-17-18087
Date: 3 July 2019

BY EMAIL

Dear Mr McCarron

Proposed A1 Junctions Phase 2 – COMPOSITE NOTICE OF INTENTION TO MAKE STATUTORY ORDERS

I refer to your letter dated 22 March 2019 regarding the above proposal and request for comment in relation to the above.

We are pleased to provide comments and advice on the key environmental considerations for the Environment, Marine & Fisheries Group within DAERA.

For your convenience we have provided our comments under the following topic headings:

- Natural Heritage and Conservation Areas
- Water & Drainage
- Land, Soil & Air

If you wish to discuss anything raised in our response, please do not hesitate to contact the Planning Response Team using the contact details above.

Kind regards

Planning Response Team

Natural Heritage & Conservation Areas

NED Countryside, Coast & Landscapes response:

Habitats Regulations Assessment

NIEA, Natural Environment Division (NED), notes There are hydrological links to European sites via the Lagan, Bann and Clanrye Rivers to Belfast Lough, Lough Neagh and Carlingford Lough, however, the mitigation measures as set out are best practice and given the distances involved to the N2K sites, there will be no likely significant effects on any European site.

Environmental Impact Assessment

Habitats

NED acknowledges that the majority of habitats to be impacted by the development are mostly improved fields or species poor grasslands, a number of broadleaved woodland, trees and one section of species rich hedgerow are also to be impacted. The broadleaved woodland are not within an ancient/long established woodland and are indicated within the Extended Phase 1 Habitat survey to have poor ground flora, however it is likely that they would conform to other natural heritage features worthy of protection. It is considered by NED, that these woodland blocks and hedgerows should be compensated for through compensatory native planting. NED notes that proposed landscaping plans have been submitted, within figures 6-73 to 6-83, and is content that the proposed planting is likely to compensate for the loss of these habitat features provided that these areas are managed appropriately.

Any arboricultural work or tree surgery approved shall be carried out in accordance with British Standard 5837:2012 *Trees in relation to design, demolition and construction – Recommendations*.

Bats

NED notes that there is a relatively high foraging activity across all sites within the areas to be developed. NED advise that provided that appropriate compensation for the removal of the habitat features, as suggested above, and any additional lighting should be bat sensitive, the development is unlikely to significantly impact the foraging behavior of bats in the long term. NED therefore advises that further information is sought regarding the proposed lighting plans.

NED notes that a number of buildings are to be removed and one building was determined to have a low bat roosting potential and as a result an emergence/re-entry survey was carried out. This survey indicated that the building did not support roosting bats. NED also notes that a number of trees, five trees were considered to have high suitability for roosting bats, 57 moderate and three were considered to have low suitability. NED advises that to avoid any breach of The Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended), all trees identified as having bat roosting potential which require works should be surveyed for the presence of bats by an experienced bat worker or surveyor within 48 hours prior to removal, felling, lopping or demolition. All survey work should be carried out according to the Bat Conservation Trust Good Practice Guidelines (<http://www.bats.org.uk>). If evidence of bat activity is discovered all works should cease immediately and further advice sought from the Wildlife Team.

Badgers

NED has considered the information in relation to badgers, and is content that the proposed development at Castlewellan Road Junction, Warringford Road Junction, Milebush Road Junction, and Connellystown Road LILLO are unlikely to impact badgers. NED notes that the badger setts located at Gowdystown Road Junction are to be protected by a 25m fenced buffer zone. NED advises that further permanent fencing should be proposed to minimise the interaction between the roads and the badgers. NED is concerned regarding the impact the development will have on the badger setts located at Skelton/Drumneath Road Junction and Listullycurran Road Junction. Badgers and their places of refuge are protected at all times under the terms of the Wildlife (Northern Ireland) Order 1985 (as amended). A Wildlife Licence will be required for any works impacting upon any badger sett. NED considers that the badger sett located at Listullycurran Road Junction could be temporarily closed during the construction phase and that further protective fencing could be proposed to minimise interaction between the badgers and the roads. NED notes the proposed closure of the badger setts at Skelton/Drumneath Road Junction, and notes that mitigation is to provide artificial setts, NED notes that in page 32 of the confidential badger report consultation was undertaken with the Wildlife Team. Derogation Licence will be regard to undertake the removal of any badger setts, the licence process may require additional information.

Other Protected Species

NED notes that in section 2.4.3 of the Extended Phase 1 Habitat survey Smooth newts have been raised as a possible concern, however no indication has been provided within results section if the sites have the potential to support breeding newts.

NED notes that the Extended Phase has stated that there were no otter holts found within the site or within the 30metre buffer to the development, therefore NED is content that the proposed development is unlikely to significantly impact otters.

Invasive Species

NED notes that Japanese knotweed has been located at Listullycurran Road and Gowdystown Road Junctions, Japanese knotweed is listed on Schedule 9 of the Wildlife (Northern Ireland) Order 1985 (as amended) and it is an offence to introduce this plant into the wild or to cause its spread.

NED refers to the WANE Act, 'It is the duty of every public body in exercising any functions to further the conservation of biodiversity so far as is consistent with the proper exercise of those functions'. All planting proposed would be native and of local provenance, for further information please see <https://www.daera-ni.gov.uk/publications/native-species-planting-guidance>

Summary

- Bat surveys to be undertaken for trees with bat roosting potential prior to any works that will impact the trees.
- Any additional lighting should be bat sensitive and directed away from retained and compensatory habitat features.

- Clarification on the potential impact to smooth newts.
- Inadequate information on the badger mitigation.

NED Conservation & Designation Protectorate response:

The scheme falls within a number of Water Framework Directive waterbody sub-basins within the sub-catchments for the River Bann, River Lagan and Clanrye/Newry River. Therefore, hydrological connectivity exists between the proposed development and designated sites, which include:

River Lagan catchment

- Belfast Lough SPA (UK9020101)
- Belfast Lough Open Water SPA (UK9020290)
- proposed East Coast (Northern Ireland) Marine SPA (UK9020320)
- Belfast Lough Ramsar site
- North Channel SAC (UK0030399)

River Bann catchment

- Lough Neagh and Lough Beg SPA (UK9020091)
- Lough Neagh and Lough Beg Ramsar site

Clanrye/Newry River catchment

- Carlingford Shore SAC (IE0002306)
- Carlingford Lough SPA (UK9020161)
- Carlingford Lough SPA (IE0004078)
- Carlingford Lough Ramsar site

NED notes the mitigation measures, outlined in Chapter 8.0 Water Environment (Vol II of the EIAR), in regard to constructional and operational impacts that cannot be discounted; where watercourses at development locations are for linked to designated sites. NED also note the mitigation measures outlined within the outline Construction Management Plan in Appendix 2.1 of Volume III of the EIAR.

NED CDP has no concerns regarding the proposed development. However, the final Construction Environmental Management Plan must be submitted to the Department by the appointed contractor prior to works commencing. This should reflect all the mitigation, and avoidance measures to be employed as outlined in the *Environmental Statement* and all additional submitted information. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority

Drainage and Water

The response from NIEA Water Management Unit (WMU) is as follows:

WMU is content in principle with the water quality section of the Environmental Impact Assessment Report submitted for the A1 Junctions Phase 2 scheme, however should this scheme be given approval, the following statutory permissions will be required:

- A Discharge Consent, issued under the Water (Northern Ireland) Order 1999 (as amended), is required for any discharges to the aquatic environment. Any proposed discharges not directly related to the construction of the road, such as from septic tanks or wash facilities, will also require separate Discharge Consent applications. Further information can be obtained from:
<https://www.daera-ni.gov.uk/articles/regulating-water-discharges>
- As the proposed scheme will involve abstractions (e.g. dewatering of an excavation) or an impoundment (a pool of water formed by a dam or pit) an appropriate abstraction/impoundment licence issued under the Water Abstraction and Impoundment (Licensing) Regulations (Northern Ireland) 2006 (as amended) may be required. Further information can be obtained from: <https://www.daera-ni.gov.uk/articles/abstraction-and-impoundment-licensing-requirements>

However, the applicant should be aware that there is no guarantee that the required statutory permissions will be granted, as a number of site specific factors need to be taken into account in assessing the suitability of such activities on the aquatic environment.

Should this scheme be given approval WMU recommend that the following conditions should be included in the Decision Notice to ensure protection of the water environment:

Condition: A Construction Environmental Management Plan (CEMP) incorporating the mitigation detailed in the ES - Schedule of Environmental Commitments, for each section of the road must be submitted to the Department, for consultation with NIEA Water Management Unit, at least 8 weeks prior to the commencement of construction.

Reason: To ensure effective avoidance and mitigation measures have been planned for the protection of the water environment.

Condition: Site specific Method of Works Statements, for non standard works not covered by the CEMP in, near or liable to affect any waterway as defined by the Water ((Northern Ireland) Order 1999 (as amended), must be submitted to the Department, for consultation with NIEA Water Management Unit, at least 8 weeks prior to the commencement of the works or phase of works.

Reason: To ensure effective avoidance and mitigation measures have been planned for the protection of the water environment.

Condition: An Environmental Manager must be designated for the scheme. Contact details of the designated Environmental Manager must be submitted to NIEA Water Management Unit, at least 8 weeks prior to the commencement of pre-construction or construction works. This information may be contained within a Construction Environmental Management Plan (CEMP).

Reason: To ensure an effective line of communication exists between contractors and NIEA Water Management Unit on issues related to the protection of the water environment.

DAERA Inland Fisheries response to -

A1 Junctions phase 2 - Composite Notice of Intention to make Statutory Orders

DAERA Inland Fisheries is a statutory fisheries authority tasked with the implementation of various aspects of the Fisheries Act (Northern Ireland) 1966. DAERA Inland Fisheries functions include the conservation protection, development and improvement of salmon and inland fisheries. To this end we may initiate legal proceedings for the enforcement of any statutory provision with respect to salmon or inland fisheries as outlined under the act.

Northern Ireland through the UK and EU is a signatory to the Convention for the Conservation of Salmon in the North Atlantic Ocean. Through the North Atlantic Salmon Conservation Organisation (NASCO), we have obligations to protect, restore, enhance and rationally manage salmon stocks.

With reference to the above consultation there are several waterways located near to and affected by the proposed development as outlined in the applicants EIA. The Lagan and Upper Bann catchments support good stocks of salmon, trout and eels and these need to be protected from any adverse effects. As a statutory consultee when consulted we will respond accordingly, we look forward to working with the developers to conserve, protect and improve these waterways.

We would like to draw your attention to Section 47 of the Fisheries Act (NI) 1966, which covers the applicant's responsibilities relating to penalties for pollution and the consequences of causing or permitting the release of any deleterious materials into any waters. Section 48 applies to the protection of young and breeding fish, the applicant should not obstruct the passage of; or disturb the spawn; or spawning beds; or shallow where the spawn may be. Any in channel works will require a permit application to be made under the act. Further information can be found here <https://www.daera-ni.gov.uk/publications/application-permit-under-section-48-fisheries-act-ni-1966m>

**Issued on behalf of
DAERA Inland Fisheries.**

Land, Soil & Air

Section Reference No: AE2-17-18087

A1 Junctions phase 2 - Composite Notice of Intention to make Statutory Orders

The comments below are not exhaustive but serve to capture key points in support of the Regulatory Unit's (RU) review. These comments are made on consideration of:

- *RPS Limited (RPS) "A1 Junctions Phase 2 Road Improvement Scheme Environmental Impact Assessment Report (EIAR)" reference 168014-RPSB-EGN-XX-RP-EN-00002*
1. An Environmental Impact Assessment Report (EIAR) has been provided by RPS in relation to this Department for Infrastructure (DfI) consultation.
 2. Regulation Unit (RU) has considered "*Chapter 07 Soils, Geology & Contaminated Land*" of the RPS EIAR and has the following comments to make;

Chapter 07, Section 7.2 Waste –

- Table 7.15 of inert landfills there are two significant errors;
 - i. P0259/07A Blackmountain Landfill - The starting capacity was 8.7 million and the remaining capacity is 5.5 million. The figures reported by RPS are incorrect and should be amended.
 - ii. P0533/16A Macosquin - The starting capacity was 3.9 million and the remaining capacity is 3.4 million. The figures reported by RPS are incorrect and should be amended.
- Table 7.16 of non-hazardous landfills – Both Magheraglass and Tullyvar are now closed and should be removed. These sites do not present a viable outlet for waste generated from the project.
- Table 7.17 of hazardous waste sites - P0186/07A SITA is closed and should be removed. This site does not present a viable outlet for waste generated from the project.

Informatives

In addition to the comments above RU note the following informatives which should be taken on board by the applicant and project team;

1. Any site risk assessment and remediation work should be undertaken to a standard that enables safe development and enduse of the site such that it would not be determined as contaminated land under the forthcoming Contaminated Land legislation i.e. Part 3 of the Waste and Contaminated Land Order (NI) 1997. It remains the responsibility of the developer to undertake and demonstrate that the works have been effective in managing all risks.
2. RU recommends that the applicant consult with the Water Management Unit in NIEA regarding any potential dewatering that may be required during the development including the need for a discharge consent. Discharged waters should meet appropriate discharge consent conditions. Further information can be obtained from:
<https://www.daera-ni.gov.uk/articles/regulating-water-discharges>
3. The applicant should ensure that the management of all waste materials onto and off this site are suitably authorized through the Waste and Contaminated Land (Northern Ireland) Order 1997, the Waste Management Licensing Regulations (Northern Ireland) 2003 and the Water Order (Northern Ireland) 1999. Further information can be obtained from:
<https://www.daera-ni.gov.uk/articles/waste-management-licensing>
<https://www.daera-ni.gov.uk/topics/waste/waste-management-licensing-exemptions>
<https://www.daera-ni.gov.uk/articles/regulating-water-discharges>

4. The applicant should ensure to comply with the Waste Duty of Care with respect to any waste materials taken onto or taken off site. Article 5 of the Waste and Contaminated Land (Northern Ireland) Order 1997 imposes a duty of care on anyone who handles controlled waste. When waste transfers from one person to another a waste transfer note and/or hazardous waste consignment note must be completed, signed and kept by the parties involved. The Controlled Waste (Duty of Care) Regulations (Northern Ireland) 2002 set out the requirement to complete waste transfer notes for waste movements and the Hazardous Waste Regulations (Northern Ireland) 2011 set out the requirements to complete hazardous waste consignment notes for the transfer of hazardous waste. Further information can be obtained from:
<https://www.daera-ni.gov.uk/articles/duty-care> <https://www.daerani.gov.uk/articles/hazardous-waste>
5. In accordance with Article 5 of the Waste and Contaminated Land (Northern Ireland) Order 1997 a Waste Management Duty of Care Code of Practice for Northern Ireland June 2016 required by law exists. This code of practice provides practical guidance to everyone subject to the Waste Duty of Care. In Northern Ireland the primary responsibility for duty of care sits with the waste producer and therefore they should ensure they make the appropriate checks as set out in the Code of Practice for Northern Ireland in relation to waste produced. Further information can be obtained from:
<https://www.daera-ni.gov.uk/publications/waste-management-duty-care-code-practice>
6. Any contaminated soils and soil type materials require its hazardous properties to be firstly classified and assessed in accordance with Technical Guidance WM3 – Waste Classification: Guidance on the classification and assessment of waste (1st edition v1.1, May 2018). Classifying a waste correctly is a legal requirement that helps to ensure that the waste is managed appropriately. NIEA therefore expects businesses to be able to demonstrate that any waste classifications based on sample results are reliable and as such conducted in line with Appendix D: Waste Sampling of Technical Guidance WM3. Further information can be obtained from:
<https://www.gov.uk/government/publications/waste-classification-technical-guidance>
7. Regulation 17 of the Waste Regulations (Northern Ireland) 2011 imposes a duty on waste operators to comply with the European Waste Hierarchy. After a hazardous waste assessment is completed then the options for managing this waste should be further considered taking into account the European Waste Hierarchy. The applicant should be reminded that Landfill Waste Acceptance Criteria (WAC) are not relevant to a hazardous waste classification. A WAC test will not identify whether a waste is hazardous or non-hazardous. Before a waste can be disposed of, it must be classified as being either hazardous or non-hazardous, using the characterisation assessment and analysis described by the WM3 Technical Guidance. Then, if a waste hierarchy assessment determines that disposal to landfill is the appropriate disposal option for the waste, chemical WAC testing must be undertaken for wastes destined for inert, stable nonreactive hazardous or hazardous classes of landfill. Further information can be obtained from:
<https://www.gov.uk/government/publications/waste-classification-technical-guidance>
8. Should the materials be classified as hazardous waste then this material will need to be consigned off site as hazardous waste. NIEA should receive the waste consignment notices 72 hours in advance of any movements off site and waste materials moved off site only by a registered carrier (i.e. ROC permitted). Further information can be obtained from:
<https://www.daera-ni.gov.uk/articles/hazardous-waste#toc-3>
<https://www.daera-ni.gov.uk/publications/guide-consigning-hazardous-waste>
9. RU would recommend that the applicant considers the production of a Site Waste Management Plan (SWMP) for this proposed development. SWMPs are promoted as an example of best practice in the construction industry and a SWMP is a document that describes, in detail, the amount and type of waste from a construction project and how it will be reused, recycled or

disposed of. Following the SWMP procedure could help to reduce the amount of waste produced and will help manage waste more effectively. Further information can be obtained from:
<http://www.netregs.org.uk/environmental-topics/waste/more-storage-handling-transport-of-waste/site-waste-management-plans/site-waste-management-plans-swmp/>
<https://www.nibusinessinfo.co.uk/content/what-site-waste-management-plan-should-contain>

Flavia Barabas

Subject: FW: A1 Phase 2 - [REDACTED] 160419

From: [REDACTED]
Sent: 15 April 2019 23:59
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Phase 2

Hello,

I'm a student from Ulster University and I have to take part as part of my module that I'm currently studying for Planning, Regeneration and Development.

So I have read through EIA report and I am very concern that A1 dual carriageway is currently having high level of traffic usage on that road, I know Park and Share has been constructed. First of all, why can this dual carriageway cannot be a Motorway standards as this is one of the most busiest routes from Belfast to Dublin on the island of Ireland?

I still feel that there are far too many junctions on that road, this needs to be reduce in order to improve road safety. I like the idea that there is plans for closing many gaps on central reservation.

Thank you

[REDACTED]

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Flavia Barabas

Subject: FW: Ref – in1-18-9797 - Moira Road Junction
Attachments: Notice of Intention of Vesting 22.3.19 2.pdf; Notice of Intention of Vesting 22.3.19.pdf; 19-087-A1.pdf; Moira Road - wilmar leisure - private streets access-A3.pdf

From: [REDACTED]
Sent: 16 May 2019 15:30
To: McCarron, Brian <Brian.McCarron@infrastructure-ni.gov.uk>
Cc: [REDACTED]
Subject: Ref – in1-18-9797 - Moira Road Junction

Brian

Thank you for your time today on the phone, further to your letter of 22nd March 2019 advising of Notice of Intention to make a Vesting Order on our subject lands.

As discussed, we have planning permission approval for an access off the Moira Road (S/2005/0532/F), which is in close proximity to the proposed A1 road improvement at the Moira road junction. We would like to engage with DFi Roads to ensure that our approved access is not compromised by the proposed design both in terms of approved sight lines and right turning lane off the Moira Road into our land.

I have attached drawings of our approved access with the proposed junction improvement overlaid for convenience. I would greatly appreciate if we could discuss this matter further with the development team and look forward to hearing from you in due course.

Kind Regards,
[REDACTED]

[REDACTED] | Development Surveyor | [REDACTED]
MRP Land Limited | Investment - Development - Management
[REDACTED] | www.mrp.co.uk
Head Office: 028 8676 3741 | **London:** 020 7224 4900 | **Belfast:** 028 9032 0055



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Flavia Barabas

Subject:

FW: A1 J2 Consultation - [REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: 13 July 2019 23:34

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: Late contribution to A1 phase 2 consultation

Hello! I'm a policy researcher at Sinn Féin and i was hoping that it isn't too late to contribute to the A1 consultation? I'm very sorry about the late entry but i am concerned that the appropriate safety measures are taken place due to the amount of accidents on the road.

Some of my concerns are related to improving the drainage systems in that part of the A1 as heavy rainfall can leave standing water on the road which is very dangerous and has claimed many lives in the past.

I understand it's my fault for being late with the contribution but for the interest of public safety i was hoping if i could make a late entry?

Thanks for your time!

--

[REDACTED]
Sinn Féin Policy

COM16

BEST

PROPERTY SERVICES

CHARTERED SURVEYORS &
PROPERTY CONSULTANTS

Liam McEvoy
Project Sponsor – A1 Road
Marlborough House
Craigavon
BT64 1AD

C/17/505
5/02/2020

Dear Mr McEvoy

[REDACTED]

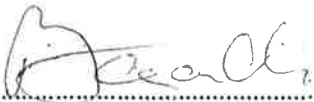
I refer to the meeting we had along the Loughbrickland Dual Carrigeway with [REDACTED] and his [REDACTED] on the 17th of October. We haven't had any feedback.

During the meeting we raised the following issues:

1. Underpass or bridge to facilitate movement of stock across the carriageway. Have these options been considered or costed.
2. Relocation and rebuilding of [REDACTED] post scheme.
3. New gate at [REDACTED] field.
4. Ownership of the land at the [REDACTED]
5. Have rivers agency been consulted over the flooding at present and which will increase from additional runoff.

We would appreciate if these issues could be responded prior to the proposed Public Inquiry.

Your Sincerely



Mr: Brian Clarke FRICS



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Associates:- CONOR MALLON, MRICS, ACI (ARB) BRIAN CLARKE, FRICS, IRRV DARAGH MALLON, MRICS GERALD KELLY, MRICS



Flavia Barabas

Subject: A1J2 Draft Orders Consultation 2019 - [REDACTED] petition_signatures**From:** [REDACTED] [mailto:[REDACTED]]**Sent:** 05 June 2019 17:02**To:** DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>**Subject:** petition_signatures_jobs_13836399_20190605154859.pdf

To whom it may concern,

My name is [REDACTED] and I wish to express my support for the A1 Junctions Phase 2 upgrade.

I have always viewed this road as a danger especially after 3 young boys from my local area were sadly killed along it returning from university in Belfast, the same journey that I myself would make every week. Two years ago I travelled this road at least once a week to visit my partner, [REDACTED] who lived in Belfast, every time I did he told me to be careful and whenever he travelled home to Newry along this road I would tell him the same thing even though he was a very safe driver.

Last [REDACTED], [REDACTED] was travelling back to his house in Belfast when he was involved in a collision with two other cars who were on the wrong side of the road. [REDACTED] was killed instantly while the other two drivers walked away from the crash. [REDACTED] was completely innocent in this collision, as he always was on the roads. He obeyed the rules of the road and while I understand the immense level of human error in this collision which cannot be ignored and I can only hope will be dealt with by our justice system, the fact that two cars were able to turn onto the wrong side of the road baffles me.

After [REDACTED] death myself and his mother, [REDACTED] looked into the development of the A1 only to discover that plans to upgrade this stretch of road had begun back in 2011 but had yet to be completed. This devastated us even further as if these plans were carried out prior to last [REDACTED] would still be with us. The junction at which these two cars turned onto the wrong side of the A1 would have been closed and they would have been forced to turn left as no right turns would be permitted.

We began a campaign to get this road upgraded as quickly as possible and it was only at this point we realised the amount of people who agree with us about the importance of completing these upgrades. Over 12,000 people signed our petition in support of this much needed upgrade, which I have included in this email. I believe that every single one of those signatures should be counted as support for the A1 upgrade. Many valid points of concern were noted, mainly the right hand turns, the gaps in the central reservation, length of the slip lanes on and off and poor visibility.

This road is the main link road between two of Northern Ireland's biggest cities and is also the main link corridor between Northern Ireland and the Republic of Ireland. The high level of traffic on this road means that I firmly believe it warrants these upgrades sooner rather than later.

Myself and [REDACTED] were due to move to London last September and begin our life together. I lost not only my partner but my future that day. I am totally heartbroken by these events and every time I hear of another crash on the A1 I pray that it is not fatal as I wouldn't wish this feeling on anybody.

[REDACTED] deserved better, and so do many other road users who use the A1 every day that treat the road with respect. I strongly support this upgrade as I believe enough families have suffered from the poor and outdated infrastructure.

Thank you,
[REDACTED]

Cllr Brian Pope

Meeting Room 1
Craigavon Civic Conference
Centre,
Lakeiew Road, Craigavon.
BT7 1HE
[brian.pope@armaaghbanbridge
craigavon.gov.uk](mailto:brian.pope@armaaghbanbridgecraigavon.gov.uk)

FAO Mr Simon Richardson
Divisional Roads Manager,
DfI Roads, Southern Division,
Central Way,
Craigavon, BT64 1AD.

06th June 2019

Dear Mr Richardson,

**RE: A1 JUNCTIONS PHASE 2 ROAD IMPROVEMENT SCHEME
CONSULTATION RESPONSE (2)**

Thank you for your response to my letter, dated 13th May 2019, and the subsequent offer to meet with the A1 Improvements Project Manager and Project Sponsor in early July. This is greatly appreciated.

Might I also request one further action following the current consultation. I have recently been contacted by the family of an elderly constituent who resides close to the minor roads which may be affected under the published plans for the A1 Improvement plans. The area in question is in the area of the Halfway Road Full Closure, Ch10400 to Ch11200.

Could I please ask that DfI Roads make available to local residents, which are potentially impacted by the proposed scheme, more details of the decision-making process or technical surveys undertaken in relation to the proposed minor road alternations as part of the above scheme, and any localised or property mitigation measures proposed for residents?

However, I want to make it clear that I do not oppose any of the proposed minor road closures onto the A1 as indicated on the most recent published A1 Route Plans. My request is only that DfI roads consider providing potentially affected residents, on their request, some further information relating to the minor road alternations after the completion of the of the current A1 Roads consultation, also subject to any potential statutory requirement following the consultation.

Thank you again, and I would welcome a discussion on the above at our meeting in early July.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'B. Pope', with a long horizontal stroke extending to the left.

Brian Pope BEng CEng MICE MCIHT
Alliance Party Councillor for Banbridge

Michael Anderson

Subject: FW: A1 Junctions Consultation 2019 - DBFO2 Ctr AMEY

From: [REDACTED]

Sent: 08 July 2019 14:39

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: A1 Junctions

Grace

Please pass on to Brian our support for the A1 Junctions Phase 2 Works. We welcome the road improvements and look forward to seeing them implemented.

As DBFO Co and our Operator Amey Highways will be responsible for maintaining the new assets (pavement, central barrier and structures) upon their completion, we would appreciate to be kept in the loop regarding detailed design progress and timescales. We are available for any further consultation your designers might require, to discuss any maintenance considerations.

Regards

[REDACTED]
Principal Civil Engineer | DBFO Package 2 | Amey Consulting

[REDACTED]
Amey | 37 Annesborough Industrial Estate | Annesborough Road | Lurgan | BT67 9JD

ameyconsulting

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Business Change & Technical Support Unit
 Lanyon Place Station
 East Bridge Street
 Belfast
 BT1 3PB
 Telephone: 0289 0355410
 jennifer.faulconbridge@translink.co.uk

21st May 2019

Divisional Roads Manager
 Department for Infrastructure
 Southern Division
 Marlborough House
 Central Way
 Craigavon
 BT64 1 AD

Dear Sir,

Your Ref: IN-18-8697

A1 JUNCTIONS PHASE 2 – ROAD IMPROVEMENT SCHEME

Thank you for the opportunity to express our view on the recently published Composite Notice of Intention to Make Statutory Orders for the above road scheme.

We have reviewed the Environmental Impact Assessment Report as published 25 March 2019 and comment as follows:

- We are content with the principle to provide new park and share facilities at each of the four proposed compact grade separated junctions in order to facilitate the closure of the bus stops currently located on the mainline, and welcome the opportunity for enhanced design of these facilities. Going forward we would ask to be involved in any discussions regarding detailed design, including pedestrian facilities, parking capacity and shelter provision.
- Whilst we note that the report takes into account the severance for bus stop users, with bus stops being viewed as the main pedestrian trip generators along the route, there seems to be no consideration of the impact on bus passengers. The proposed removal of the right-turn facilities at the Banbridge Road, Loughbrickland junction creates a 2.1km detour journey for southbound bus services (including the “double-back” on the mainline). The introduction of this detour would have considerable impact on journey time, vehicle operating costs, passenger satisfaction and associated journey quality dis-benefits and, ultimately, a decision would need to be made on whether continued provision of a service to Loughbrickland is tenable

www.translink.co.uk

Although the issue was discussed at a site meeting on 13th March 2018, no operational solution has been determined. Translink's Goldline 538 service operates 26 southbound buses each day between Belfast and Newry serving Loughbrickland. Unfortunately, there is no alternative route option between Banbridge and Loughbrickland with the Old Newry Road being unsuitable for buses.

We recognise that the main project objective is to improve public safety, however, with a view to minimising community impacts, we request that the design team revisit the junction arrangement at the northern end of Loughbrickland. To this end we are happy to meet as a follow-up to the preliminary consultations and scoping studies to discuss design comments and potential mitigation measures regarding impact to services.

Finally, prior to the commencement of the construction stage we request to review the contractor's Traffic Management Plan and phased construction programme in order to coordinate removal or temporary relocation of any bus stops affected during the works.

Yours sincerely,

Jenny Faulconbridge

Business Change & Technical Support Unit

Michael Anderson

Subject: FW: A1 Junctions Update 2019 - [REDACTED]**From:** [REDACTED]**Sent:** 25 June 2019 15:30**To:** DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>**Subject:** A1 Junctions Phase 2 Road Improvements

Dear Sirs

Particularly as a frequent user of this road and a nearby resident, I wish to welcome the improvements which are proposed, subject to my comments below.

- 1) This is a multi-use road, and used by cyclists. As your Report states, there is nothing which will prohibit this use continuing. You state also that this is a safety driven Project, and that it is not considered appropriate to encourage further cycling activity along the mainline. Despite your wish to the contrary, there is every likelihood of the amount of cycling on this road continuing to grow, as it does across the Province generally, and with Governmental encouragement. Indeed your Department's Corporate Plan 2017-2021 includes as a Key Deliverable 'increasing the number of journeys that are made... by cycling'. Your Report states that consideration of opportunities to improve the existing resource (for cyclists and other non-motorised users) was an integral consideration, but then dismisses the need. Surely the obvious way to benefit both cyclists and motorised users would be to mark a cycle lane on the inner area of each hard shoulder.
- 2) This Project has been slipping in your Programme for many years now (I have a letter from Roads Service from 2005 which stated that the closing up of the centrally reservation crossovers would be part of a scheme programmed to commence in summer 2007). The unfortunate reality is that financial constraints are likely to mean delays continuing. However there are a significant number of low cost elements of the overall Project that could proceed immediately (for example the three crossover accesses to Dromore (travelling from the south), that still exist, despite the grade separated junctions, long since built, which were intended to facilitate their closure). Small elements of the overall Project such as these could bring earlier benefit in both traffic flow and safety.

Yours faithfully

[REDACTED]

SU 6

Michael Anderson

Subject: FW: A1 road improvement scheme

From: [REDACTED]
Sent: 10 May 2019 20:43
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 road improvement scheme

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme.

As a frequent user of the A1 it has become clear that the road is no longer fit for purpose as the traffic has increased drastically in recent years.

I travel this road often and am very aware of the dangers with the numerous junctions, cross over points/gaps in the central reservations, right turns, inadequate and/or non existing slip roads, crash barriers and lighting.

The A1 from the Sheepbridge exist Southbound is a fantastic example of what can be achieved with the funding and commitment by government bodies.

The upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely,

[REDACTED]

su 7

Michael Anderson

Subject: FW: A1 Upgrade

From: [REDACTED]

Sent: 01 May 2019 11:48

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: Fwd: A1 Upgrade

I wish to express my support for the completion of the A1 road improvement scheme . I and my family travel this road on a regular basis and I am very aware of the dangers with the numerous junctions, cross over points / gaps in the central reservations, right turns, inadequate or non-existing slip roads, crash barriers and lighting. I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely

[REDACTED]

Su 8

Michael Anderson

From: [REDACTED]
Sent: 02 May 2019 20:52
To: DfI Roads Southern
Subject: A1 Junctions Phase 2 - road improvement scheme

Dear sir / madam, I wish to express an opinion on the A1 junctions phase 2 road improvement scheme. As someone who has been travelling this road 5 days a week for the past 6+ years, I feel strongly that these improvements are essential.

I have often wondered why they haven't happened before now.

Over the past 6 years, I have had to render first aid at many accidents, both minor and serious and have been in attendance at the scene of 2 fatal accidents. I have had a few close encounters myself, but thankfully nothing more than that. Frankly this road scares me and I travel many roads in Northern Ireland as part of my job. I also feel, traffic calming measures would be an important aspect of these changes, including speed limits.

I know and understand these improvements will inconvenience many people, but surely this is minor when compared to people either living or dying. So to repeat, I feel strongly that these improvements are essential - before any more lives are lost.

[REDACTED]

Sent from my iPad

SU9

Michael Anderson

From: [REDACTED]
Sent: 03 May 2019 00:15
To: DfI Roads Southern
Subject: A1 Road Improvement Scheme

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme for the following reasons:

Members of my family travel this road daily and i am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely

[REDACTED]

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Su 10

Michael Anderson

Subject: FW: Support for Completion of the A1 Road Improvement Scheme

From: [REDACTED]

Sent: 01 May 2019 15:19

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: Support for Completion of the A1 Road Improvement Scheme

To whom it may concern,

I wish to express my support for the completion of the A1 Road Improvement Scheme as my family, has been devastated by the senseless loss of a loved one within the last year on a road that is not fit for purpose. I travel this road frequently and as the main road from Newry to Belfast feel its dangers, including numerous junctions, cross overs, gaps in the central reservations, inadequate slip roads, crash barriers and lighting necessitate an overdue and timely completion of the A1 Road Improvement Scheme for the safety and wellbeing of all who use it.

Yours

[REDACTED]

SU 11

Michael Anderson

Subject: FW: Acknowledgement for A1 Junctions Phase 2 Road Improvement Scheme - Consultation

From: [REDACTED]
Sent: 02 May 2019 20:53
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: DEATH TRAP! A1 road from Newry to Hillsborough

To the Divisional roads manager,

Please help the people of our country and visitors who have to travel the treacherous A1 between Newry and Hillsborough whether that be twice daily, once a week or even once in their lifetime (it could be their last).

We need this road sorted ASAP. I personally have had a few near misses with a tractor and trailer (and the driver who looked about 14) pulling across the carriageway in front of me a few months ago causing me to brake heavily and the cars behind me doing the same. I travel this road twice and sometimes 4 times a day at various times. The chances some drivers have to take to cross the carriageway and no central crash barriers is a disaster waiting to happen (again). Trailers are hanging out into the middle of the road when crossing.

Please prioritise this road before more lives are taken or more people have to live the rest of their lives with lifelong preventable bad health.

This is a plea to get this road to a standard which is safe for all motorists whether familiar with the road or not. You guys i'm sure are experts in road safety and i'm sure you know what needs to be done to eliminate this death trap from our road network. The list of names of the people losing their lives on this road will continue to rise and if your department has any conscience at all they will act promptly on this.

Let me know you receive this correspondence and if you require any further clarifications upon my concerns please do get in touch.

Many thanks.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Su 12

Michael Anderson

Subject: FW: Upgrades to A1

From: [REDACTED]
Sent: 01 April 2019 10:34
To: Richardson, Simon <Simon.Richardson@infrastructure-ni.gov.uk>
Subject: Upgrades to A1

Dear Simon,

RE – Upgrades to A1

I wanted to email you and offer my support to the proposal to upgrade the A1 – especially the junctions.

There have been too many fatalities and injuries on the road and I believe that the proposed works will address this.

Please be assured of my support for the project and please include this email as a positive support to the current consultation.

Yours sincerely,

[REDACTED]

SU 13



Conor Murphy MLA
1 Kilmorey Terrace
Patrick Street
Newry
Co Down
BT35 8DW

conormurphysf@gmail.com

aidan.mathers@sinnfein.ie

028 302 61693

11th April 2019.

Ref – A1 JUNCTIONS PHASE 2 Road Improvement Scheme.

TO whom it may concern,

I am writing to you in relation to the proposed road improvements in regards to the A1 Junctions. I would like to express my support for these proposed works and would urge the Department to move as quickly as possible with the much needed improvements to these dangerous junctions. This stretch of road has claimed too many lives and all aspects of road safety and improvement has to be welcomed.

Is Mise,

Conor Murphy MLA

PP Aidan Mathers



Sinn Féin

SU 14

Michael Anderson

From: [REDACTED]
Sent: 02 May 2019 18:28
To: DfI Roads Southern
Subject: A1: How Many Must Die

To Whom it may concern

I wish to express my support for the completion of the A1 Road improvement Scheme. My father was a victim of this dreadful road when he was killed at the [REDACTED] and two more people lost their lives at the same junction last year and not to mention the number of accidents there has been at this junction. I have to cross this junction daily a task that endangers my life and that of others because of the volume and speed of the traffic travelling in both directions. There aren't any 'danger signs', warnings or any signs to slow traffic. The lighting at night is non-existent which makes finding the junction even more difficult. Also it's not acceptable to stop upgrades at Loughbrickland as there are at least crossover junctions between there and Newry and more lives have been lost on this section, i.e. Moneymore junction and Beechill junction. It's now time for action!!!

Sincerely

A Bereaved and Concerned Resident of [REDACTED]

[REDACTED]

SU15

Michael Anderson

Subject: FW: A1 safety scheme

From: [REDACTED]
Sent: 01 May 2019 19:11
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 safety scheme

To whom it may concern,

I wish to express my support for the urgent completion of the A1 Road improvement scheme.

My family live just off the A1 (near [REDACTED] crossings) and travel on the A1 almost every time we leave the house. Over the years I have seen countless 'near-miss' accidents, with people mis-judging distances or speed, and pulling out into too small gaps.

As a resident of the area, I took it for granted that we had to complete the dangerous manoeuvre of crossing the carriageway via the central reservation several times a day. Accelerating sharply across two lanes through a small gap in traffic, braking abruptly in the narrow reservation, correctly angling the car to watch the next two lanes, and preparing to accelerate sharply again to join the traffic.

However, having moved away from the area, I realised afresh how dangerous the road is when I asked partners or friends to drive to my house and watched more inexperienced carriageway drivers try to cross the road safely. It is ludicrous that my dad had to teach me how to do the manoeuvre described above, and I am *angry* at the continued inaction from the authorities. The road has been identified as dangerous - so why is there no action taken? Every death on the A1 that results from a lack of accessible flyovers is a complete and utter waste. If we don't learn from the danger, and take steps to avoid it happening again, it's as though we are ignoring their deaths.

Please do everything you can to have flyovers built at key points to avoid this danger, and any other necessary safety adjustments people better educated than myself recommend. I don't want to receive a phone call saying a family member has been killed on that road, because they stalled the car.

Yours sincerely,

[REDACTED]

SU 16



3 Canal Quay, Newry, Co. Down, N. Ireland, BT35 6BP
Tel: +44 (0) 28 3025 2242, Fax: +44 (0) 28 3026 0974
enquiries@firstderivatives.com
www.firstderivatives.com
Reg no. NI030731

By email and post:

dfiroads.southern@infrastructure-ni.gov.uk

Divisional Roads Manager
DfI Roads, Southern Division
Marlborough House
Central Way, Craigavon
BT64 1AD

12th April 2019

Dear Sirs

Re: A1 Junctions Phase 2 Road Improvement Scheme

I am writing on behalf of First Derivatives plc (FD) in response to the public consultation for the Department for Infrastructure's (DfI) above proposal.

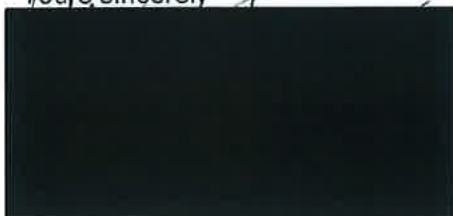
FD is a consulting and software business with a global trading presence, however our company headquarters remains in Newry with regional offices in Belfast and Dublin. Our workforce is heavily drawn from the local community, many of whom (including myself) use the A1 road to commute to work and in the course of their daily lives.

The proposed scheme is a much-needed improvement to road safety on the A1 which FD supports. The A1 is crucial not only for economic connectivity between Belfast and Dublin (as part of European Route 01) along with its associated road, air and ferry routes but as a social link between local communities in its vicinity. The approach that DfI has taken with the scheme design should be commended as it will benefit most road users and residents.

The proposed design work, if fully implemented, should reduce many of the dangers which presently exist on the A1 which have unfortunately resulted in many fatalities to date. The full closure of the central reservation, proposed new flyover junctions, re-alignment to existing junctions and alterations to local and private access points, in my view, represent a proportionate and economically cost-effective response to the requirements of all stakeholders.

I look forward to DfI advancing the A1 Junctions Phase 2 scheme to construction as soon as the statutory processes are complete and trust DfI will continue with interim measures to improve road safety in advance of the scheme's main commencement. In addition, I urge DfI to expedite plans to complete the A1 upgrade from the southern extent of the scheme at Loughbrickland to Beech Hill Road and to bring forward development plans for the proposed M1/A1 Sprucefield bypass.

Yours sincerely



SU 17

Michael Anderson

Subject: FW: Acknowledgement for A1 Junctions Phase 2 Road Improvement Scheme - Consultation

From: Bunting, Joanne CO [<mailto:joanne.bunting@co.niassembly.gov.uk>]
Sent: 15 May 2019 11:32
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: RE: A1 upgrade

Dear Sir/Madam,

I write in support of the aforementioned, further to concerns raised.

Whilst this particular area falls outside my constituency, I have been contacted by a mother whose son tragically passed in [REDACTED] as a result of a RTC.

I believe since 2000, 50 people have died on this road, which is a shocking statistic. Following [REDACTED] death last year, the family realised proposals to upgrade this road were in place but had not been implemented. The family have expressed utter devastation as they believe if the proposals had been implemented then this could have prevented the RTC and saved [REDACTED] life.

The family do not want another family to have to live their experience of losing a loved one, and thus I write to support the A1 upgrade and trust that the work will be completed as soon as possible; before another life is lost on our roads.

Many thanks

Lisa Tully
on behalf of Joanne Bunting MLA

Joanne Bunting MLA
DUP MLA for East Belfast
220 Knock Road
Belfast
BT5 6QD

Telephone: 028 90797 100
Email: joanne.bunting@co.niassembly.gov.uk
Facebook: [facebook.com/JoanneBuntingDUP](https://www.facebook.com/JoanneBuntingDUP)
Twitter: [@Joanne_Bunting](https://twitter.com/Joanne_Bunting)

SU 18

Michael Anderson

Subject: FW: A1 Junctions Phase 2 Road Improvement Scheme - Consultation

From: [REDACTED]

Sent: 01 April 2019 21:22

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: A1 Junctions Phase 2 Road Improvement Scheme - Consultation

Dear Sir/Madam

I am writing with regard to the above consultation as a regular user of the A1.

Having studied the proposals in detail, I believe they will deliver urgently needed improvements for all road users and local residents who live nearby. The Department has clearly went to great effort to accommodate the concerns of local residents judging by the scale of improvements to private accesses and the adjoining road network. There is no material reason why these proposals should not be wholly supported.

I am conscious that on the date prior to this response, we saw yet another fatality on the A1 - indeed at one of the gap junctions where a compact grade separated junction will be constructed. This only serves to highlight the need for this scheme to proceed without delay following the statutory process completion. The A1 between Sprucefield and Beech Hill is a crucial part of the Belfast-Dublin route and it is critically important that the Department improves this sub-standard stretch of road to the highest possible standard, in order to match the standard on the remainder of the route.

It is a source of immense frustration that these proposals were not constructed years ago and have continually seen years of delay. The current A1 between Sprucefield and Beech Hill is simply not fit for purpose in the 21st century. I urge the Department to begin construction as soon as possible and I wholly support these proposals.

Yours sincerely

[REDACTED]

SU19

Michael Anderson

-----Original Message-----

From: [REDACTED]
Sent: 05 May 2019 22:08
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 safety scheme

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme.

My uncle [REDACTED] died on the A1 on [REDACTED] and left utter devastation throughout our family. We, as a family, feel that others should not have to suffer the same heartbreak. I truly believe this accident could have been prevented had there been no option to cross this very dangerous road.

Whilst I understand that it is unrealistic to have a flyover or underpass at every junction I do feel that the traffic should follow the flow and not have the ability to cross. I feel that this requires immediate attention to prevent further lives lost.

Yours sincerely

[REDACTED]

SU 20

Flavia Barabas

Subject: 210219 - A1J2 - Proposed Stopping-Up of Private Accesses between
Loughbrickland and Hillsborough - [REDACTED]

From: [REDACTED]

Sent: 20 February 2019 10:25

To: DfI TNI Southern Lands Team <Southernlandsteam@infrastructure-ni.gov.uk>

Subject: FW: A1 Junctions Improvement Scheme - Proposed Stopping-Up of Private Accesses between
Loughbrickland and Hillsborough

Hi,

I wish to formally record my wholehearted support for this scheme and associated measures.

Many thanks.

[REDACTED]

SU21

Michael Anderson

Subject: FW: A1 Road Improvement Scheme

From: [REDACTED]

Sent: 01 May 2019 15:29

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject:

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme. My father [REDACTED] was tragically killed at the [REDACTED]. As is understandable his death has caused devastation to our family. A death that could have been avoided had the safety improvements been implemented in a timely way. Unfortunately this now cannot be changed for our family but as a twice daily user of this road I would hope these improvements would not only make it safer for me to travel, but prevent these tragic circumstances to befall any more families.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely

[REDACTED]

SU 22

Michael Anderson

Subject: FW: A1 Road Improvement Scheme

From: [REDACTED]
Sent: 06 May 2019 08:14
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Road Improvement Scheme

To whom it may concern:

I wish to express my support for the completion of the A1 Road improvement Scheme.

I travel this road frequently and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I attended a community consultation about this in Dromore nearly two years ago and haven't heard anything about it since. And the A1 has continued to claim lives.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Regards

[REDACTED]

Sent from my Samsung Galaxy smartphone.

SU 23

Michael Anderson

Subject: FW: A1 improvement scheme

From: [REDACTED]
Sent: 06 May 2019 21:41
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 improvement scheme

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme.

On the [REDACTED] my dad lost his life on this road at the [REDACTED]. I am very aware of the statistics in relation to 95% of accidents being due to human error, and I know that on that dark and wet evening my dad did just that, he was human and he made an error. He knew the dangers of that road more than most. In his job for the fire service he had attended many accidents on this carriageway and had faced the horrors of their aftermath multiple times. Despite this he like all of us was not infallible. His error that evening meant that we his family lost a lot, but even more devastatingly it meant that he lost everything.

Due to a moments error he lost his future, he lost his chance to finally slow down in life and enjoy his retirement. He lost his chance to ever go on that cruise he had always talked of, to book that villa for his 60th birthday that we would all go to, to see his youngest granddaughter walk, to see his youngest grandson born, to live out the future he thought would always be there, just like the future everyone of us thinks will always be there.

It is human nature to make mistakes. We all do it everyday. It my job my role is to look for the mistakes made by myself and others and to prevent them, because if I don't there is a high chance someone may lose their life. To minimise the risk in my profession we look at where things have gone wrong, find a pattern and change the system to close that gap and stop that error happening again.

All I am asking is for you to do the same. Look at were things have gone wrong so many times on this road, analyse the pattern that is familiar in so many of these accidents and please please close the gaps. We are all human, we will all make mistakes, we all deserve to have someone who is looking out for us so that when we do make an error, the consequences are not so devastating.

I will not reiterate the inherent dangers that the design of this road has. You have commission the reports and read the studies. All I ask is that the scheme stays on top of the priority pile, that the scheme is pushed forward with all the possible resources that can be found and that those who have to travel this road daily are given the best chance of doing so as safely as is possible.

Yours sincerely

[REDACTED]

SU 24

Michael Anderson

Subject: FW: A1 road improvements

-----Original Message-----

From: [REDACTED]
Sent: 01 May 2019 22:55
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 road improvements

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme. I travel this road every day i am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lack of lighting.
I am also very concerned about the speed of lorries on this road.
I had 2 bad experiences on the A1 road in early Jan and I feel the upgrade of this road is vitally important for the protection of the many who use it!

Yours sincerely

[REDACTED]

SU 25

Michael Anderson

From: [REDACTED]
Sent: 02 May 2019 20:47
To: Dfl Roads Southern
Subject: A1 road improvement scheme

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme. I travel this road daily to commute to work and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting. I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely

[REDACTED]

Sent from my Samsung Galaxy smartphone.

SU 26

Michael Anderson

Subject: FW: A1 road

From: [REDACTED]
Sent: 01 May 2019 10:06
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 road

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement scheme as I travel this road daily to get to and from work (Newry to Lisburn) and I am so aware off the dangers off this road it frightens me to drive it. The numerous junctions & cross over points is ridiculous! From cars slowing down in the take over lane to merge off to cars crossing right in front of you when doing 60/70 mph it's just accidents waiting to happen!

I feel the upgrade off this road is most definitely vitally important for the importance of the many drivers who use this road with care and attention.

There's been too many lives taken on this road, with the way it is now it's just a ticking time clock waiting for another life to be taken.

Yours sincerely,

[REDACTED]

SU 27

Michael Anderson

Subject: FW: A1 Junctions

From: [REDACTED]
Sent: 01 May 2019 21:01
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject:

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme...
and then state your reason..

(Obviously we will be explaining our devastation at [REDACTED] unnecessary death and the many lives lost on this road. Many of whom could have been avoided. We hope as many families as possible will also tell their story.)

However Your reason might just be as simple as.

I or my family member travel this road daily/occasionally and i am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely
[REDACTED]

Sent from Yahoo Mail on Android

SU 28

Michael Anderson

Subject: FW: A1 Junctions Phase 2 Road Improvement Scheme – draft Statutory Orders Consultation 2019.

From: BRADY, Mickey [<mailto:mickey.brady.mp@parliament.uk>]
Sent: 30 April 2019 11:31
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: Stage 4- A1 Upgrade

Good morning,

I am emailing you to express my full support for the proposed upgrade to the A1.

I would ask if this work could be completed as quickly as possible as lives have been lost and continue to be lost on this dangerous road.

Many thanks

Mickey Brady MP

SU 29

Michael Anderson

Subject: FW: A1 Road upgrade

From: [REDACTED]
Sent: 01 May 2019 11:50
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Road upgrade

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme. My son [REDACTED] lost his life in this road [REDACTED]. He was totally innocent. Following his death we realised that plans were in place to upgrade this road but have not yet reached construction. When we looked at the plans proposed for the junction where [REDACTED] died we were totally devastated as we realised if these plans had been implemented he would be alive. It is difficult enough to deal with the death of your child as a result of incompetent driving by other people but the realisation that the lay out of the road was a contributory factor crushed us further. [REDACTED] upheld his part of the bargain. Paid all that was asked of him, made sure his car was road worthy and drove with due care and attention. He deserved the same in return. This road fails to deliver that protection. Since the Year 2000 50 people have lost their lives on this road which is a truly shameful statistic. The numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting make this road extremely dangerous and surely one of the most treacherous roads in Northern Ireland.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention and I hope that those who have concerns /objections show responsibility and good conscience. As no piece of land, a little extra journey time or access to property is as precious as saving the life of your loved one.

Believe me we know

Yours sincerely
[REDACTED]

SU 30

Michael Anderson

From: [REDACTED]
Sent: 02 May 2019 18:57
To: DfI Roads Southern
Subject: A1 Safety Scheme

To Whom It May Concern,

I wish to express my support for the completion of the A1 Road Improvement Scheme.

I think it is shocking that this road has been allowed to remain the way it has for so long. I drive on this road from Newry to Belfast and vice versa regularly and even when I had first passed my test (10 years ago) it was glaringly obvious that this road was not safe.

I think that someday in the future people will look back on this road and think to themselves how alarming it was that it was allowed to be that way for so long.

Last year I lost a good friend [REDACTED] on this road. [REDACTED] was a very safe driver, there was nothing he could do to save himself. [REDACTED], who was funny, kind and an all round genuine person is now just another name added to the list of lives that has been lost to this road.

People seem to be raising issues against the improvements of this road, stating things such as improvements may cause people problems accessing homes and businesses. This may be the case but realistically adding 5 or 10 minutes onto your daily commute is a small price to pay in the grand scheme of saving lives.

Thank you for taking the time to read this email.

Kind Regards,

[REDACTED]

SU31

Michael Anderson

Subject: FW: A1 Road Upgrade

From: Nigel Dodds [<mailto:ndodds@dup-belfast.co.uk>]
Sent: 01 May 2019 10:11
To: Godfrey, Katrina (DfI) <Katrina.Godfrey@infrastructure-ni.gov.uk>
Subject: A1 Road Upgrade

Our Ref: NAD/NG/12192

Dear Katrina

I was recently emailed by a mother whose son was killed on the A1 in May last year. She said that since the year 2000 there have been 50 deaths on that road and she feels that had the proposed improvements had been implemented then her son's life could well have been saved along with some of the others who also perished.

I am writing to let you know of my full support for the improvement works and I trust that every effort will be made to complete them as soon as possible.

Kind regards.

Yours sincerely



Nigel Dodds OBE MP

SU 32

Michael Anderson

Subject: FW: A1 road improvement

From: [REDACTED]
Sent: 04 May 2019 18:36
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 road improvement

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme....

and then state your reason...

(Obviously we will be explaining our devastation at [REDACTED] unnecessary death and the many lives lost on this road. Many of whom could have been avoided. We hope as many families as possible will also tell their story.)

However Your reason might just be as simple as.

I or my family member travel this road daily/occasionally and i am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely
Your name.

[REDACTED]
Sent from Yahoo Mail on Android

SU33

Michael Anderson

Subject: FW: A1 road improvement scheme

----- Forwarded message -----

[REDACTED]
Date: Wed, 1 May 2019, 17:47

Subject: A1 road improvement scheme

To: <dfroads.southern@infrastructure-ni.gov.uk>

To whom it may concern,

I drive this road from Newry to Sprucefield almost every day and am always amazed at the hazards it presents and how dangerous it can be. From cars pulling into the road from side roads, lorries and tractors with trailers using the crossing and being across lanes.

It is fatally important that this road is upgraded to help save lives.

Thanks,

SU 34

Michael Anderson

Subject: FW: A1 Road Improvement Scheme

From: [REDACTED]
Sent: 01 May 2019 15:19
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Road Improvement Scheme

To whom it may concern,

I would like to provide my support towards the A1 Road Improvement Scheme, while also expressing extreme concern about the perceived reluctance towards improving it in the near future.

This is a very personal issue as not only do I, and those close to me, travel on this road several times a week but unfortunately my girlfriend's family lost their brother and son, [REDACTED], in an accident a few years ago. This has had a major impact on the whole family and community, and the fact that there has been so many severe accidents and deaths on this road since is a disgrace.

Please try your hardest to implement improvements to this road are required ASAP in order to protect the safety of all individuals and families travelling on this road daily. I realise this is a difficult time in Northern Ireland given the political situation, but surely something has to be done about this issue, even it is a small gesture I know it would be greatly received by the whole community.

Sincerely,
[REDACTED]

REPLY TO:
DUP CONSTITUENCY OFFICE
THE OLD TOWN HALL
29 CASTLE STREET
LISBURN
CO ANTRIM BT27 4DH



Northern Ireland
Assembly

TEL: 028 9266 1100
FAX: 028 9267 1845
EMAIL: paul@laganvalley.net

Our Ref: PG/sm/A1 Junction Scheme

18 April 2019

Mr Simon Richardson
Divisional Roads Manager
DfI Roads
Southern Division
Marlborough House
Central Way
CRAIGAVON
BT64 1AD

Dear Simon

I am writing in respect of the public consultation on the proposals contained within the A1 Junctions Phase 2 Road Improvement Scheme.

I support improvements that need to be carried out to the A1 Dual Carriageway. This section of road is a key arterial route in Northern Ireland with very significant volumes of traffic. Sections of the road are dangerous, particularly crossing points with minor roads, and I support efforts being made to improve these.

Where landowners are impacted I would encourage the Department to work proactively and sympathetically in reaching accommodations with the individuals affected by these proposals. It is vitally important the number of serious injuries and sadly fatalities that have occurred in the past is reduced in the future.

I look forward to progress being made on this programme of work.

Yours sincerely

PAUL GIVAN MLA
Lagan Valley

SU36

Michael Anderson

Subject: FW: A1 safety Scheme upgrade

From: [REDACTED]
Sent: 01 May 2019 10:10
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 safety Scheme upgrade

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme as I travel this road most days to Belfast from Newry for work.

The major concerns for me are Dromore junctions across from Tyre unit (are a death trap) / Loughbrickland (right turn into village needs closed asap) / Banbridge right turns (castlewellan junction & quarry)

I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non-existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention each day.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Regards,

[REDACTED]

SU 37

Michael Anderson

Subject: FW: A1 road improvement scheme

-----Original Message-----

From: [REDACTED]
Sent: 01 May 2019 14:07
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 road improvement scheme

Hi,
I wish to voice my support of the A1 Road Improvement Scheme. The A1 dual carriageway is one of the most dangerous roads in Northern Ireland and one of the busiest! People treat it like a motorway, particularly drivers from the Republic of Ireland and therefore the crossings along the carriageway are nothing short of treacherous!! I lost my partner on this same road in 2014 and am still picking up the pieces of what had been my life and the lives of our children. If something is not done to improve the safety of this road, lives will continue to be taken needlessly and families will continue to be handed traumatic life sentences that they do not deserve!! It's very easy to put the works off because something else appears more important, but once you have been affected by tragic loss on that road, your attitude will very quickly change!! Please continue to work on making the A1 a safer road, for everyone's sake. Every life is precious and no one wants to be reduced to a mere statistic!! My partner [REDACTED] was so much more than a statistic but all we have now are memories and regrets.

Kind regards,

[REDACTED]

Sent from my iPhone

SU 38

Michael Anderson

Subject: FW: A1 consultation

From: [REDACTED]
Sent: 09 May 2019 15:32
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 consultation

Hello, I'm writing simply to approve of the proposed scheme on the A1. Living in Dromore, I've made my family promise to never turn right onto or off the dual carriageway as the traffic is in a motorway frame of mind and unprepared for slower vehicles crossing. I'm a minister here, and I often fear for our younger and more elderly members who have to cross the A1 to get to and from church and the town. Closing all central barrier gaps and adding new bridges and junctions is a hugely worthwhile investment in driver safety.

Kind regards,

[REDACTED]

.....

[REDACTED]

.....

SU 39

Michael Anderson

Subject: FW: A1 Upgrade

From: [REDACTED]
Sent: 01 May 2019 13:21
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Upgrade

Dear Sir/Madam

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme as my brother [REDACTED] were killed in a car crash on [REDACTED].

Since then I have watched the death toll rise and rise and it breaks my heart to think that family after family have been plummeted into a lifetime of grief (as we all were) purely because the road was not fit for purpose.

I fail to understand why so many people are allowed to go to their deaths simply due to a lack of resource and willingness to address the obvious lethal A1 set up.

While many lives could have been saved by earlier action saving heartache for many I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention and I welcome the plans to upgrade which are needed without further delay

Yours sincerely

[REDACTED]

SU 40

Michael Anderson

Subject: FW: A1 Improvements

From: [REDACTED]
Sent: 01 May 2019 11:01
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Improvements

To whom it may concern,

I wish to express my support for the completion of the A1 road scheme. My dear friend [REDACTED] was unnecessarily killed on this road. A death which very much could have been avoided had these improvements been completed years ago. I am absolutely devastated by the loss of my friend, and have been witness to his families grief and despair. I also worry for my own family who travel this road frequently due to the dangers with the numerous junctions, cross over points, gaps in the central reservation, inadequate or non existing slip roads, right turns, crash barriers and poor lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely,

[REDACTED]

Michael Anderson

Subject: FW: A1 Upgrade

From: [REDACTED]
Sent: 07 May 2019 09:29
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Upgrade

Hi

I wish to place on record my support for the upgrade of the A1 between Newry and Sprucefield. I travel this road frequently and have witnessed some near misses and have come across some pretty horrendous accidents. The many crossing points and exits and entrances make driving along this stretch a complete nightmare. Indeed the road, in its' present layout, can be rightly described as a death trap.

As a family we also suffered the devastating loss of [REDACTED] almost 1 year ago now – [REDACTED] being the boyfriend of our daughter [REDACTED]. Her devastation and that of [REDACTED] parents and sisters will haunt us for the rest of our lives. [REDACTED] death was preventable – the road layout undoubtedly played a major part in his accident. This fact only serves to increase our heartache – knowing that his death could have been avoided. Sadly, [REDACTED] was not the only innocent victim over the years – many of the other fatalities could also have been prevented had the road layout have been upgraded sooner.

Whilst we recognise that human error will always be a factor in RTC's we feel very strongly that the contributory factors to RTC's that CAN be eliminated MUST be eliminated and the present layout of the A1 contributes significantly to many fatal and serious RTC's on this stretch of road. And whilst we also recognise that some peoples' homes and farms will be demolished or altered significantly to facilitate the upgrade, surely the prevention of further heartache for the relatives of crash victims is more important.

We look forward to the early completion of these necessary works.

Thanks

[REDACTED]

[REDACTED]

Email: [REDACTED]
Web: [REDACTED]
Tel: [REDACTED]
Ext: [REDACTED]
Mob: [REDACTED]
Direct Dial: [REDACTED]

Address: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED]

SU 42

Michael Anderson

Subject: FW: A1 Completion

-----Original Message-----

From: [REDACTED]
Sent: 01 May 2019 11:23
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Completion

To whom it may concern, I'm writing in support for the completion of the A1 scheme. I live on the A1 at Beechhill. There is a middle reserve at Beechhill, which is the first middle reserve from Cork. Heading southbound after Beechhill it is a Motorway. The amount of accidents/fatalities that have happened at this middle reserve is beyond a joke. There is an underpass although it isn't sign posted as it was built for agricultural use (which is laughable). Although I've lived here all my life and understand how dangerous the road is I still don't cross at the middle, I use the underpass.

I travel to and from Belfast everyday for work and see first hand how dangerous and careless people are on the roads.

Closing these middle reserves and updating junctions with safety barriers is vital. Too many lives have been lost at the cost of careless drivers and first and foremost an unsafe road.

This road needs to be a Motorway.

Sincerely
[REDACTED]

Sent from my iPhone

5043

Constituency Office
100 University Street
Belfast
BT7 1HE

T:028 9032 8162



**Northern Ireland
Assembly**

Parliament Buildings
Ballymiscaw
Stormont
Belfast
BT4 3XX

Divisional Roads Manager,
DfI Roads, Southern Division,
Central Way,
Craigavon, BT64 1AD.

29th April 2019

TransportNI - CRAIGAVON		
ITEM REF. No.	REPLY	INFO
REFERRED TO		
MAY 2019		
FILE REF:		

Dear Sir/Madam:

RE: A1 JUNCTION UPGRADES

I write in support of the placement of a barrier between the carriageways of the A1 between Hillsborough and Banbridge, and of the upgrades to five junctions planned to make this happen.

I am particularly concerned, as the Party Health Spokesperson, at the safety risks posed by the existence of the road in its current state, both between Hillsborough and Banbridge and also either side of this stretch (north to just south of Lisburn and south to just north of Newry). It is entirely inappropriate and dangerous for a road forming such a majority inter-urban connection with a 70mph limit for most of its length to continue to have dangerous crossing points, as remains the case in too many locations.

I would urge the completion of the upgrades as a matter of utmost priority, given the safety implications.

Yours sincerely,

Paula Bradshaw MLA
Alliance Party Member for Belfast South

SU 44



Leading UK Logistics

Divisional Roads Manager
Department for Infrastructure
Roads Division (Southern)
Marlborough House,
Central Way,
Craigavon
BT64 1AD

TransportNI - CRAIGA

ITEM REF No.	REPLY	INFO
REFERRED TO		
1 MAY 2019		
FILE REF:		

T: 028 9046 6699
F: 028 9046 6690
fta.co.uk

Twitter Facebook LinkedIn

109 Airport Road West
Belfast BT3 9ED

13 May 2019

Dear Sir/Madam

**RE: A1 JUNCTIONS PHASE 2 – ROAD IMPROVEMENT SCHEME
COMPOSITE NOTICE OF INTENTION TO MAKE STATUTORY ORDERS**

With reference to the above notice dated on correspondence from your department on 22 March 2019, the Freight Transport Association (FTA) are pleased to respond with our feedback.

The Freight Transport Association (FTA) is one of the UK’s largest trade associations and represents over 17,000 companies relying on or providing transport integration both domestically and internationally, to or from the UK. Our members include hauliers, freight forwarders, rail, sea and air freight operators, through to customers – producers, manufacturers, wholesalers and retailers.

The FTA support the stopping-up of private access, junctions and central reservation crossings as this will significantly improve road safety for Goods Vehicles, improve journey time reliability, reduce vehicle emissions and reduce fuel consumption for Goods Vehicles

- The A1 road is a vital strategic road for Freight that not only connects Belfast and Dublin hubs but also acts as a gateway for freight going to/from Warrenpoint Port as well as time sensitive food exports that are exported to Great Britain via the Port of Dublin. Approximately 60% of ‘Just In Time’ NI foods exports to GB are shipped ex Dublin due to the shorter transit time for delivery into the South of England. The A1 road is also the busiest road for freight between Northern Ireland and the Republic of Ireland with approximately 30% of the 13,000 daily goods vehicles crossing the border doing so via the A1.
- The maximum speed limit for Goods Vehicles in Northern Ireland on single carriageway roads is 40mph and on a dual carriageway it is set at 50mph. Sections of the A1 dual carriageway have many of the risk factors associated with a single carriageway road such as private access roads, junctions and vehicles crossing the road. By removing these risks we can help ensure Goods Vehicles can transit the A1 at an appropriate and efficient speed.



Freight Transport Association Limited

Registered office: Hermes House, St John's Road, Tunbridge Wells, Kent TN4 9UZ
Registered in England Number 391957

T: 028 9046 6699
F: 028 9046 6690
fta.co.uk



109 Airport Road West
Belfast BT3 9ED

- **Many Goods Vehicles that are heavily laden have to brake harshly when confronted by slow moving vehicles entering the A1 from side roads or from crossing the central reservation at a junction. This represents a danger for those goods vehicles and other road users that may be forced to make evasive action. Agricultural vehicles crossing the central reservation also pose a significant risk to goods vehicles due to slow movement and overhanging trailers that infringe onto the carriageway. Removing these junctions will significantly improve road safety for our members and the wider general public.**
- **Modern Euro 6 Goods Vehicles are extremely fuel efficient when driven at a consistent speed, normally under cruise control. A good illustration of how inefficient braking and stopping is for Goods Vehicles is the average fuel consumption of a 40 tonne truck travelling at 50km/h with no stop which is 28L/100km. However when the same vehicle has to stop once every 1km over the 50km distance, fuel use increases by 85% to 52L/100km. Fuel represent 30% of operating costs therefore a road network that means Goods Vehicles can travel at a safe, consistent speed use less fuel thus delivering economic benefits and reduced emissions.**

In conclusion, the FTA and the local transport industry welcome the planned 25.2 Kilometre road improvement scheme between Hillsborough and Loughbrickland as it will improve road safety while aiding more consistent and efficient travel on what is a strategically important road.

Yours faithfully,



Policy Manager – Northern Ireland

SU 45

Michael Anderson

Subject: FW: Road safety A1

-----Original Message-----

From: [REDACTED]

Sent: 04 June 2019 21:51

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: Road safety A1

To whom it may concern,

I wish to express my interests on the completion of the A1 road improvement scheme. I have always felt the A1 is so dangerous to drive on with having a few near misses myself over the years. Seven years ago my sister had a bad accident on it. My cousin two years ago had another bad accident resulting in surgery and a long time in recovery. Unfortunately the latest accident to effect my family happened a year ago resulting in my cousin [REDACTED] death, he wasn't lucky enough to walk away and it has been devastating for our family. I don't wish that phone call on anyone. The numbers are there, the fatalities! Something has to change.

Kind regards
[REDACTED]

SU 46

Michael Anderson

Subject: FW: A1 road improvements

-----Original Message-----

From: [REDACTED]
Sent: 05 June 2019 18:50
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 road improvements

To whom it may concern,

I want to express my interests in the completion of the a1 road improvement scheme. This road is so outdated for the volume of traffic which travels on it every day. Being on a motorway and suddenly changing to a carriage way is ridiculous for the speed people are doing. My daughter had an accident seven years ago in which a car pulled out of a crossroad in front of her. This road has to change or there will definitely be more fatalities.

Regards [REDACTED]

SU 47

Michael Anderson

Subject: FW: Response to consultation on A1 junction proposals - [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 12 June 2019 21:03
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: Response to consultation on A1 junction proposals

Hello

I want to put on record my full support for the proposals being brought forward by DfI under the title "A1 Junctions Phase 2".

This road has a poor safety record in terms of turning vehicle movements, especially with regard to right turns across the central reservation. I wholly back the proposal to close the central barrier for the whole distance from Hillsborough to Loughbrickland and to provide further grade separated junctions, a slip road and a link road to improve safety. It is true that some people will face slightly longer journeys than a present as a consequence, but I believe this is more than offset by the lives that will undoubtedly be saved.

While I understand it is outside the scope of this project, I would also strongly encourage DfI to bring forward similar schemes on:

1. The A1 from Loughbrickland to Beech Hill.
2. The A1 from Hillsborough to Sprucefield.
3. The A26 from Antrim to Ballymena.

Thank you

[REDACTED]

SU 48

Michael Anderson

Subject:

FW: A1 Junctions Upgrade 2019 - [REDACTED]

From: [REDACTED]

Sent: 19 June 2019 22:09

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: A1 upgrade proposed development

Dear Sir/Madame,

I would like to show my support for the A1 upgrade. Both myself and my wife travel the road from Newry to Belfast each day. We have both seen too many collisions and had some near misses. The road needs to have this development ASAP.

Thank you!

Sent from Yahoo Mail for iPhone

SU 49

Michael Anderson

Subject:

FW: A1 Junctions Upgrade 2019 - [REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: 20 June 2019 00:37

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: A1 road upgrade

To whom it may concern,

I am writing to express my support for the proposed development upgrade on the A1 road. I strongly believe that as well as improving our infrastructure it will help to save lives on what is a very dangerous stretch of road. This is a very necessary and lifesaving project that should not be delayed any further.

Kind regards,

[REDACTED]

Su 50

Michael Anderson

Subject: FW: A1 Junctions Phase 2 Consultation 2019 - [REDACTED]

From: [REDACTED]

Sent: 27 June 2019 09:16

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: A1 Junctions Phase 2

To whom it may concern,

I wish to express my support for the proposed safety improvements on the A1. This is a road that both myself and my loved ones use regularly, and I feel that any measure which could be implemented that will enhance the safety of the A1's road users should be pursued.

Kind regards,

[REDACTED]

SU51

Michael Anderson

Subject: FW: A1J2 Consultation 2019 - [REDACTED]

From: [REDACTED]

Sent: 27 June 2019 15:01

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: A1 Junctions Phase 2 Road Improvement Scheme

Dear A1 team

Thanks for the opportunity to comment on the proposed changes to the A1 between Loughbrickland and Hillsborough.

I live in Newry and work in Belfast, and commute daily via car.

My comments are as follows:

- I agree with the proposals
- I believe they will improve safety
- Gap closures in particular are vital in my view in order to improve safety. I knew [REDACTED] and I hope that the lessons from the manner of his death have been included in this scheme.
- In terms of my own daily journey, the two spots where I have seen the most 'near misses' are -
 - A1 Southbound, Loughbrickland; right turners going towards Loughbrickland village
 - A1 Southbound, Loughbrickland; right turners joining the carriageway at Moss Road (near Dask). This is outside the scope of the current scheme but I would urge policy-makers to review this junction. Vehicles joining at Moss Road with the intention of travelling northbound often take unnecessary risks, and I have seen two serious near-misses in the last couple of months.
- In terms of landscaping, please give consideration to planting wildflower meadows instead of grass verges.

Best wishes

[REDACTED]

SU 52

Michael Anderson

Subject: FW: A1J2 Consultation 2019 - [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 27 June 2019 15:48
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 upgrade

Dear Sir/Madam

We have reviewed the plans for the A1 upgrade and would like to show our support for the urgent implementation of the same. As daily users of the A1 to travel to and from work and to and from our children's school we are keen to see progress with upgrades to the road to improve our safety and the safety of other road users. Our closest access point to the road is at the Skeltons Road junction. This is a hazardous junction and we are aware of a number of road traffic accidents that have occurred in close vicinity to the junction, including the tragic death of [REDACTED], who's mother and girlfriend are currently campaigning for urgent action to improve the road.

We also regularly tow a trailer and are keen to see improvements made to cross the A1 dual carriageway safely as currently to get to the Drumneath Road we have to cross 4 lanes of traffic in a relatively slow moving vehicle.

We have witnessed extremely dangerous situations on the A1 at various road crossings including at the Quilly Road junction in Dromore and the Dromara Road, Hillsborough. If all the road crossings were closed this would make everyone's journey much safer.

We hope that any objections or concerns are dealt with in a expedient manner in order to prevent any further delay to the very urgent works.

Yours faithfully,

[REDACTED]

Sent from my iPhone

SU 53

Michael Anderson

Subject: FW: [REDACTED] - A1 Junctions Phase 2 Road Improvement Scheme – draft Statutory Orders Consultation 2019.

From: [REDACTED]

Sent: 27 June 2019 15:24

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: A1: How Many Must Die?

As a frequent motorist on the A1, I support all improvements for the safety of all.
#Howmanymustdie?

Regards,
[REDACTED]

Sent from Yahoo Mail for iPhone

SU 54

Michael Anderson

Subject: FW: [REDACTED] - A1 Junctions Phase 2 Road Improvement Scheme – draft
Statutory Orders Consultation 2019.

From: [REDACTED]
Sent: 27 June 2019 15:23
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject:

Hello,

Please note my support for the improvements to the A1.

Kind Regards

[REDACTED]

Michael Anderson

Subject: FW: [REDACTED] - A1 Junctions Phase 2 Road Improvement Scheme - Consultation
Attachments: FW: Acknowledgement for A1 Junctions Phase 2 Road Improvement Scheme - Consultation

-----Original Message-----

From: [REDACTED]
Sent: 27 June 2019 17:48
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: [REDACTED] - A1 road improvement scheme

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme. I travel this road daily and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting. On the [REDACTED], I travelled this road at 10.15pm, my long time friend and work colleague was on the same journey 45 minutes later and was killed. His name was [REDACTED] since this I have felt uneasy on this road, I find no reason to not upgrade this road. The constant what ifs? The devastation it left to his friends, his family and the kids of the school he worked in was truly terrible. The impact it has had on me personally has been very upsetting, not a day goes by that I don't think of [REDACTED]. A guy in his prime, the world as his feet, making a difference to the lives of others. Some say legends never die, [REDACTED] will always live with his friends and it is our duty to ensure that something is done. It could be me next who knows but one thing for certain it could all be avoided. I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely

[REDACTED]

SU 56

Michael Anderson

Subject: FW: [REDACTED] - A1 Junctions Phase 2 Road Improvement Scheme - Consultation
Attachments: FW: Acknowledgement for A1 Junctions Phase 2 Road Improvement Scheme - Consultation

From: [REDACTED]
Sent: 27 June 2019 18:22
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: [REDACTED]

I wish to express my support to the DfI concerning the A1 improvements!

The current plan may not address every issue concerning risk on the A1 but they are a step in the right direction and any measures that can save human life should be taken without any further delay!

I travel every working day on the entire A1 from Newry to Belfast. I myself escaped with minor injuries during a car accident on the black spot at Dromore in November 2018. I have witnessed so many unnecessary accidents and it is more than time to address the risk issues at play.

Thank you for all of your effort in trying to improve this terrible and heavily utilised road

Yours sincerely

[REDACTED]

SU 57

Michael Anderson

Subject: FW: [REDACTED] - A1 Junctions Phase 2 Road Improvement Scheme - Consultation
Attachments: FW: Acknowledgement for A1 Junctions Phase 2 Road Improvement Scheme - Consultation

From: [REDACTED]
Sent: 27 June 2019 18:35
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: [REDACTED] - A1 Improvements

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme.

This is a subject that is very close to home to me following loosing a close friend and family member on this road that caused major devastation at his unnecessary death. I regularly hear of many lives lost on this road. Many of whom could have been avoided.

I and my family member travel this road daily to work and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

I hope you take the time to read this email and take in to account my concerns

Yours sincerely,

[REDACTED]

Sent from my iPhone

Michael Anderson

Subject: FW: [REDACTED] - A1 Junctions Phase 2 Road Improvement Scheme - Consultation
Attachments: FW: Acknowledgement for A1 Junctions Phase 2 Road Improvement Scheme - Consultation

-----Original Message-----

From: [REDACTED]
Sent: 27 June 2019 20:36
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: [REDACTED] - A1 Improvement Proposal

To whom it may concern,

My name is [REDACTED] and I wish to express my support for the proposed improvements along the A1 dual carriageway.

My daughters partner [REDACTED] was killed along the A1 last [REDACTED] and it has devastated our family. As a mother myself I constantly worry about my childrens safety on the roads and this road is particularly dangerous due to the numerous crossings in the central reservation, the short slip lanes, bag lighting and surface water. To have something like this happen so close to home and to know that there are certain safety features, that if implemented sooner may have saved his life and saved our family this pain is the most heartbreaking aspect of all.

I feel it is time that these upgrades were implemented to save any other family from experiencing this pain.

Thank you

[REDACTED]

SU 59

Michael Anderson

Subject:

FW: [REDACTED] - A1 Junctions Phase 2 Road Improvement Scheme - Consultation

Attachments:

FW: Acknowledgement for A1 Junctions Phase 2 Road Improvement Scheme - Consultation

-----Original Message-----

From:

[REDACTED]

Sent: 27 June 2019 20:42

To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>

Subject: [REDACTED] - A1 improvements

I support the proposed improvements for the A1, this roads needs to be made safer and fewer deaths.

[REDACTED]

SU 60

Michael Anderson

Subject: FW: [REDACTED] - A1 Junctions Phase 2 Road Improvement Scheme - Consultation
Attachments: FW: Acknowledgement for A1 Junctions Phase 2 Road Improvement Scheme - Consultation

From: [REDACTED]
Sent: 27 June 2019 22:56
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: [REDACTED] - A1 Road Improvements

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme.

This is a subject that is very close to home to me following loosing a close friend and family member on this road that caused major devastation at his unnecessary death. I regularly hear of many lives lost on this road. Many of whom could have been avoided.

I and my family member travel this road daily to work and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

I hope you take the time to read this email and take in to account my concerns

Yours sincerely,

[REDACTED]

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ack 28-6-19

SUB1



John O'Dowd MLA
57 Plás an Teampaill
An Lorgain
Co. Ard Mhacha
BT66 6HD
Fón 028 38349675

Divisional Roads Manager
 DfI Roads
 Southern Division
 Marlborough House
 Central Way
 Craigavon
 BT64 1AD

Wednesday, June 26, 2019

Sinn Féin

Ref: A1 Junctions Phase 2 Road Improvement Scheme – Consultation

I am writing to support the proposal as set out in the A1 Junctions Phase 2 Road Improvement Scheme Consultation.

The safety of motorists must be paramount and the record of serious accidents and many deaths on this road makes for grim reading. Therefore, the proposals are necessary and must proceed. I would also call for any further measures which could be taken to improve road safety along the A1 to be taken without further delay.

Is mise le meas

John O'Dowd MLA

SUB2

Michael Anderson

Subject: FW: 84869-18 - [REDACTED] - A1 Dual Carriageway concerns

From: [REDACTED]

Sent: 01 April 2019 08:19

To: McClelland, Brian <Brian.McClelland@infrastructure-ni.gov.uk>

Cc: DfI Southern Strategic Road Improvements Team <Southern.SRI@infrastructure-ni.gov.uk>; DfI Departmental Coordination Unit <DCU@infrastructure-ni.gov.uk>

Subject: RE: 84869-18 - [REDACTED] - A1 Dual Carriageway concerns

Brian,

Unfortunately another death on this road yesterday. I also witnessed an incident on Friday at one of the 'gaps' at the foot of drumneath Road on the A1, which is only a few hundred meters from yesterday's tragic accident.

I have seen the most recent release last week on the next stages, but I fear more people will lose their lives unless the gaps are closed. The gaps should be closed in advance of any permanent construction projects to save lives, surely.

Kind regards

[REDACTED]

[REDACTED]

SU 63

Flavia Barabas

Subject: A1 Road improvement scheme

From: [REDACTED]
Sent: 01 May 2019 22:31
To: DfI Roads Southern <DfIRoads.Southern@infrastructure-ni.gov.uk>
Subject: A1 Road improvement scheme

To whom it may concern,

I wish to express my support for the completion of the A1 Road improvement Scheme, I travel this road and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Yours sincerely

[REDACTED]